The Bombay Gazette.

No. 6,920.—New Series. BOMBAY:—THURSDAY, APRIL 13, 1871. Annual Subscription in Advance...Rupees Fifty-two.

THE BOMBAY GAZETTE.

TERMS OF SUBSCRIPTION.

For year in advance delivered in Town	Rs. 52 0
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First insertion	8 As. per line.
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In the Native Languages, double the above.

Domestic Occurrences. Each—Rupee 1.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-Ship ABYSSINIA, 1,129 Tons, 200 H. P., Commander A. Gray, will be despatched on the 25th April 1871, at noon.

	April.		May.
Leave BOMBAY	25	Leave Colombo	3
,, Carwar	27	,, Galle	4
,, Mangalore	28	,, Negapatam	7
,, Cannanore	28	,, Pondicherry	7
,, Tellicherry	29	,, Madras	8
,, Calicut	29	,, Coconada	11
,, Beypore	29	,, Viragapatam	12
,, Cochin	30	,, Bimlipatam	13
	May.	,, Gopaulpore	13
,, Tuticorin	2	,, False Point	14
		Arrive CALCUTTA	16

This route is the most expeditious and economical for Passengers for the Neilgherry District, Bangalore, and Madras, who can land at Calicut for Beypore, and proceed from thence by rail.

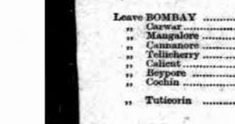
Passengers for Calcutta can take the same route, picking up the Steamer at Madras.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

Interchanging Cargo and Passengers at Bussora, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, MOHOMERAH, and BUSSORAH.

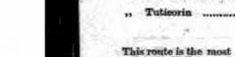
The Steam-ship ARABIA, 1,080 tons, 200 H.P., Commander W. B. Mathews, will be despatched on the 17th April 1871, at noon.

	April.		May
Leaves BOMBAY	17	Leave BUSSORAH	5
,, Kurrachee	20	,, Mahomerah	5
,, Gwadur	22	,, Fao	6
,, Muscat	24	,, Bushire	6
,, Bunder Abbas	26	,, Linga	9
,, Linga	28	,, Bunder Abbas	11
,, Bushire	30	,, Muscat	12
	May	,, Gwadur	14
,, Fao	2	,, Kurrachee	17
,, Mahomerah	2		
Arrive BUSSORAH	3	Arrive BOMBAY	20

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.



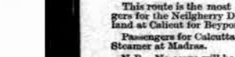
THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, despatch a steamer to Kurrachee every MONDAY, at noon.

The Steam-ship KURRACHEE, 810 tons, 120 H.P., Commander H. Cottier, will be despatched on the 24th April, 1871, at noon.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

BOMBAY TO LIVERPOOL VIA SUEZ CANAL.



THE Splendid Clyde built Steam-ship ORCHIS, Captain M. Cameron, 1,138 Tons register, and 200 h.p., to sail about 25th instant, can take about 25 first-class Passengers.

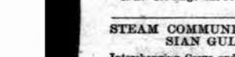
This fine Vessel, now on her first voyage, made the run from Suez to Bombay in thirteen days and a-half. She is of the highest classin Lloyds' Register, the Liverpool Underwriters' List, and Veritas.

Passage Money, Rs. 500.

Apply to RENNIE, SCOVELL, & Co.

STEAM COMMUNICATION WITH ITALY,

(VIA SUEZ CANAL).



THE ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co. have established a regular service between GENOA and BOMBAY, by a monthly line of steamers (via the Suez Canal), leaving

GENOA and the 24th, BOMBAY on the 1st

of each month,

And calling at the following intermediate stations, viz:—

On the Outward voyage at Leghorn, Naples, Messina, Port Said, Suez, and Aden; on the Homeward voyage at the undermentioned ports.

PASSENGER RATES,

(Inclusive of all Transit Fees through the Canal.)

	1st Class.	2nd Class.	3rd Class.
To Aden	£22	£15	£4
Suez	36	22	8
Port Said	38	25	9-10
Alexandria	45	32	12
Messina	47	34	13
Naples	50	34	14
Leghorn	50	34	14
Genoa	50	34	14
Marseilles with transhipment at Genoa	52	35	14-10

Including Wines at Table. Without Food.

Children under 3 years, free of charge.

Children not above 10 years, half fare.

Independent of this (Indian) line, the Company run Mail Steamers, under contract with the Italian Government, on the 7th, 17th, and 27th of each month, from ALEXANDRIA to GENOA, touching likewise at Messina, Naples, and Leghorn.

Passengers by this Company's Steamers are allowed to break their voyage at any of the above named ports, and may resume it at pleasure by any of the Company's vessels.

Passengers returning within 6 months of their departure from Bombay by the Steamers of the Company are entitled to a reduction of 20 per cent. on the Return Fare.

Berths may be secured in advance by depositing half the amount of Passage Money.

In accordance with the above, the undermentioned Steamers are fixed to leave Bombay as follows:—

INDIA, on MONDAY, 1st of May.

The exact hour of departure will be fixed and published a day or two previous to sailing.

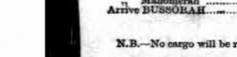
For Hand-books of Information, Rates of Freight, &c., apply to

VOLKART BROTHERS,

Agents Rubattino Steam Navigation Company.

Bombay, 10th February 1871.

FOR LONDON VIA HAVRE, WITH DESPATCH.



MESSRS. JOHN WILLIS and SON'S Magnificent Teak-built Ship THE TWEED, A 1 15 years, 1,745 tons, William Stuart, Commander. For particulars regarding Freight or Passage apply to SIR CHARLES FORBES & Co., Agents.

Bombay, 8th March 1871.

NOTICE.—Consignees of CARGO per Ship HYDERABAD, Captain Holmswood, from Liverpool, are requested to despatch BOATS to the delivery of their respective GOODS, as they come to hand, otherwise they will be landed by the Captain at the RISK and EXPENSE of the concerned.

Captain Holmswood will not be responsible for the condition of Cargo after it leaves the ship's deck.

EWART, LATHAM, & Co.,

Agents for the Charterers of the Hyderabad.

Bombay, 4th April 1871.

SPENCER'S

PATENT MAGNETIC

PURIFYING

WATER FILTERS.

No. 1	Rs. 20	No. 2	Rs. 28	No. 3	Rs. 38
No. 1, covered with basket-work		Rs. 22.			

The Magnetic Filter deprives the most impure water of colour, taste, or odour, by destroying all the organic matter, so that river, deep, or stagnant water of the most impure character is rendered as bright and healthful as spring water.

The purifying powers of the Magnetic material are indestructible by any amount of use.

"Beyond question the great sanitary discovery of the age."—Dr. Stenhouth.

"Previously to Mr. Spencer's mode, there was practically no such thing as purifying impure water."—Professor G. Wilson, Edinburgh.

"I cannot describe Mr. Spencer's purified bog water by any terms short of admiration."—Professor Clark, of Aberdeen, to the Corporation of Liverpool.

"I can only describe the action which took place on passing this sewage water through a small filter—as Magical."—Sir M. Digby Wyatt.

"It is the most remarkable thing I ever witnessed, and I did not think it would produce like extraordinary effect."—Parliamentary Evidence of Mr. T. Hawksley, C.E., 1867.

"My Magnetic Filter has continued to purify water for ten years without change or cleansing."—Mr. James Simpson, C.E., London.

"The only Filters that do really purify water."—Mr. J. Farrar, C.E., Bury.

THACKER, VINING, & Co.

SHIPPING.

OVERLAND FREIGHT ROUTE.

THE Bombay and Bengal Steam Ship Company, take cargo to Liverpool, London, and Havre, via the Canal.

Rates of Fare for Passengers.

To Liverpool via Suez Canal—1st class £50; 2nd class £35 } Exclusive of Wines.
To Suez—1st class £40; 2nd class £22 10s. }

The s.s. NEERA will leave on or about the 30th May.

STEARNS, HOBART, & Co.

Bombay, 15th February 1871.

BRINDISI ROUTE.

ADRIATICO ORIENTALE COMPANY.

THE undersigned are prepared to issue THROUGH TICKETS from SUEZ to BRINDISI, ANCONA, VENICE, NAPLES, ROME, BOLOGNA, FLORENCE, TURIN, SUSA, VERONA, CAMERLATA, MILAN.

Steamers leave Alexandria on the arrival of the Mail from Bombay.

The passage from Alexandria to Brindisi occupies only three days, and the through journey to London about 140 hours, making a saving over other routes of about 48 hours.

On arrival of the weekly fast Steamer from Alexandria, carrying the Supplementary Indian Mail, an Express Train is run from Brindisi by the South Italian Railway en route for London, via Ancona, Bologna, Munich, Cologne, Ostend and Dover.

RATES OF FARE FROM SUEZ, INCLUDING TRANSIT THROUGH EGYPT.

1st Class. 2nd Class. 1st Class. 2nd Class.

To BRINDISI ...Rs. 140 Rs. 100 | To ROME ...Rs. 153 Rs. 109-8
,, VENICE.....Rs. 158 Rs. 108 | ,, MUNICH..Rs. 208 Rs. 153-8

For rates to other towns apply to

STEARNS, HOBART, & Co.,

Bombay, 11th January 1871. Agents.

FOR TRIESTE AND VENICE,

VIA SUEZ CANAL,

CALLING, IF NECESSARY, AT BRINDISI, TO LAND PASSENGERS.

To be despatched hence at end of May.)

THE new Steam-ship STRATHCLYDE, 1,400 nett registered tons, expressly built for the East India and China Trade. This fine Steamer has extensive first-class Passenger accommodation of an unusually superior description.

Rates of Passage are—

1st Class to Suez £30
Ditto Brindisi £40
Ditto Trieste and Venice... £45

exclusive of Wines, &c., which, however, can be procured on board.

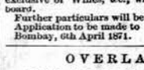
Further particulars will be advertised hereafter.

Application to be made to W. NICOL & Co.,

Bombay, 6th April 1871. Agents.

OVERLAND ROUTE.

On Saturday, the 15th April, at 3 P.M., from Mazagon.



THE P. & O. Co.'s s. s. SURAT, (2,578 tons, and 300 H.P.), Captain E. J. Baker, will leave for SUEZ as above, carrying H.M.'s Mails, also Passengers and Cargo for that Port, Brindisi, Southampton, &c.

Cargo can also be booked through to Trieste, Venice, Odessa, Genoa, Naples, and Havre, Liverpool or London.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal in their own steamers, or in vessels employed for that purpose.

Passengers are requested to send their heavy baggage to Mazagon before 10 A.M. on the day of the Steamer's departure, in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 3 P.M., precisely, on the day of sailing.

REDUCTION OF FARES.

The Rates of Passage Money have been reduced as follows:—

To BRINDISI .....First Class Rs. 600 Second Class Rs. 300
To SOUTHAMPTON ..... ,, 650 ,, 350

Exclusive of Wines and Liquors, and the transit through Egypt.

All Children under 3 years of age, free; above 3 and under 10, half fare.

G. F. HENEY, Superintendent.

P. & O. S. N. Co.'s Office, Rampart Row, Bombay, 8th April 1871.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

THE P. and O. Co.'s s. s. ORISSA, (1,646 tons, and 300 H.P., Captain P. S. Toulet), will be despatched for the above Ports on THURSDAY, the 13th April, leaving Mazagon at noon on that day, carrying H.M.'s Mails, and taking also Passengers and Cargo for Madras, Calcutta, and Australia.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any cheque, if opium, the officer's receipt for which is not lodged in the Company's office before 11 A.M. on Tuesday, the 11th instant.

G. F. HENRY, Superintendent.

P. & O. S. N. Co.'s Office, Rampart Row, Bombay, 6th April 1871.

SALES BY AUCTION.

MENESSE & COMPANY.

AUCTION SALE OF LAND SITUATED BETWEEN BHANDOOP AND TANNA.

THIS DAY THURSDAY, the 13th instant, at 3 P.M., Messrs. MENESSE and Co. will sell by Public Auction, at their Rooms, about 2,983 acres of land situated between Bhandoop and Tanna with water frontage (Tanna River) the whole way. The property is contiguous to the G. I. P. Railway and its boundary line on the north is the Chembur Bunder; it was sold by Government with the right to reclaim the fore-shore for a distance of ten yards, (more or less) in water beyond low water mark in Tanna Creek from Chembur Pier to the end of the village of Nahoor, such right to extend to the year 1874-75. No rent payable to Government until after 1874-75. The land could, at a small expense, be readily converted into ground suitable for the cultivation of rice, &c. There are parts of the estate where saltpans could be constructed; it is well-known that the revenue from this source is considerable.

This property is well-worth the attention of CAPITALISTS and INVESTORS. A plan of the property can be seen at the rooms of the undersigned.

Hammam Street, 13th April 1871. MENESSE & Co.

BENNETT AND COMPANY.

No. 5, Forbes Street.

WEEKLY SALE.

On SATURDAY, the 15th instant, Messrs. BENNETT and Co. will sell by Public Auction, at their Rooms, a large quantity of Grey and Coloured Piece Goods, T. Cloths, &c., &c.

At 1 P.M.

One Bay Arab Horse, 15 hands, quiet to ride and carries a Lady.
One Chestnut ditto ditto 14-2, quiet to ride, a broken Charger and carries a Lady.
One Grey Arab Poney, 13-2, quiet to ride and drive and carries a Lady.
One Self-driving Mail Phaeton with a set of Pony Harness.

AUCTION SALE OF OFFICE FURNITURE.

On SATURDAY, the 15th instant, Messrs. BENNETT and Co. are in-tructed to sell by Public Auction, at their Rooms, a large quantity of Office Furniture, such as, Writing Tables, Arms and without Arms Chairs, Presses, Benches, &c., &c.

AUCTION SALE of valuable and Handsome Household Furniture, best Plated, rich Crockery and Glassware, a handsome English-built Park Phaeton, on C Springs, by Ness, of Long Acre, at Malabar Hill.

Date will be fixed hereafter, Messrs. BENNETT and Co. are instructed to sell by Public Auction, at their residence, at Malabar Hill, the valuable and handsome Household Furniture, Plated, Glass and Porcelainware, Carriage, &c., the property of W. Wedderburn, Esq., and Captain A. R. Hoskins.

Full particulars will be given hereafter. Catalogues will be published, and the property will be on view, 4 days before the day of sale.

AUCTION SALE of very valuable and costly Household Furniture, best plated rich Crockery and Glassware, English Rosewood Grand Square Piano by Broadwood and Sons, magnificent Japanned Vases, large Pier Glass in gilt frame, a first-class Mahogany full-sized Slate Billiard Table by Thurston, with 8 light lamp, valuable gilt and Marble Clocks, handsome bronze Garden Seats, Chairs, and Flower Pot Stands, a large collection of valuable Orchids, Ferns, and other Plants, collected from various countries, Books, &c., and (if not previously disposed of by private contract) a first-class English-built Open Carriage by Todd, a handsome circular glass-fronted Miniature Brougham by Laurie and Marner, a pair of handsome Bay Arab Carriage Horses, height 14-2½, a ditto fast-trotting Bay and Grey Arab ditto, a Lady's handsome Bay Riding Horse and Chesnut Arab ditto, sets of best English plated mounted single and double Harness, &c., at Cumballa Hill.

THIS DAY THURSDAY, the 13th, FRIDAY the 14th, and SATURDAY the 15th inst., Messrs. BENNETT & Co. are instructed to sell by public Auction, at his Residence, at the abovementioned place, the very valuable and costly Household Furniture, Piano, Carriages, Horses, &c., the property of F. E. Liddendale, Esq., proceeding to England. The same comprises handsome sets of rich engraved and thin Stem Glassware, rich Dinner, Breakfast, and Dessert Services, best plate drware, such as Warwood and Son, English Rosewood Grand Square Piano by Broadwood and Son, Chroma-lithophs and Engravings in Gilt and Maple frames, a first-class full sized Slate Billiard Table by Thurston, a bronze 8-light Billiard Lamp by do., Book Cases, handsome four-post Bedsteads, Camp Cot, Dressing and Washing Tables, Toilet Glass, English Mahogany and China Camphorwood Wardrobes, English Oak-seat and handsome Blackwood Writing Tables, Bedroom Sofas, Clothes and Gown Presses, China Earthenware, Bathing Tubs, Dispensar Articles, Cooking Utensils, an English Iron Stove with cooking apparatus, a first-rate Washing Machine by Summer Scales and Sons, a first-rate large Binocular Microscope in case by Baker, a Stereoscopic Camera by Ross, a large photographic chemicals, a large collection of rare Orchids, Ferns, Caladiums and other Plants, collected from various countries, Bronze Garden Seats, Chairs and Flower Pot Stands, English Garden Tubs, ditto Iron Railings with Gates, Garden Engines, &c., &c.

At 2 P.M. on the first day.

A first class English built Open Carriage by Todd, with a pair of handsome high caste Bay Arab Horses and set of English plated mounted Double Harness,

A handsome English built circular glass-fronted Miniature Brougham by Laurie and Marner, with a pair of handsome fast-trotting Bay and Grey Horses, and set of English plated mounted Double Harness.

A handsome Bay Arab Riding Horse.

A small Milch Cow and Calf.

Water Carts with Bullocks.

First-rate Lady's and Gentlemen's Saddles by Peat, &c. &c.

Catalogues are published, and the property is on view.

Bombay, 13th April 1871. BENNETT & Co.

BY ROYAL COMMAND.

JOSEPH GILLOTT'S

CELEBRATED

STEEL PENS.

Sold by all Dealers throughout the World.

SALES BY AUCTION.

CRAWFORD AND COMPANY.

3, Marine Street.

AUCTION SALE of valuable and handsome household furniture, plated glass, and porcelainware, a superb-toned grand-square sympathetic piano, an English built very light mail phaeton, &c., &c.

TO-MORROW FRIDAY, the 14th instant, sale commencing at or about 12 o'clock, noon, Messrs. CRAWFORD and Co. will sell by public auction at his residence, Church Lane, Fort, close to the Cathedral, the valuable and handsome household furniture, piano, carriage, &c., of Dr. J. R. Brown, the same comprises liquor, wine, claret, champagne, wine, and water glasses, water goblets, ice plates, &c.; handsome dinner, dessert, and breakfast services, curry dishes, butterpot, bread basket; cruet, pickle, and egg frames; spoons and forks; and furniture of richly carved blackwood, such as circular, pier, card, drawing, and washing tables; conversation and reclining couches; drawing room, dining room, and easy chairs; teapoys, sideboard, screws, hatstands, clothes presses, whatnots, a four-post bedstead, complete with bed curtains and camp cots; a nearly new superb-toned grand square sympathetic piano, by Soundy & Co., a magnificent instrument, hanging and table argand lamps, table ornaments, carpets, bath and dispense room furniture, &c. &c.

At 1 P.M.

An English built very light mail phaeton used only 15 days; saddle and bridle, &c.

At 2 P.M.

A handsome showy bay Arab Horse, 3 years old.

N. B—The property is on view.

AUCTION SALE of the Good-will Fixtures, and Furniture, &c., of the well-known Place of Resort known as the London Hotel, situated opposite the Theatre, Grant Road.

On TUESDAY, the 18th instant, Messrs. CRAWFORD & Co. have instructions to submit to auction sale, on the premises, at 12 o'clock noon, all the in'erest of the present proprietor, of and in the above valuable underta ing, together with all the furniture thereto appertaining. The establishment is amply furnished in every respect for the requirements of the business.

In the event of the foregoing sale not being effected at anything like a reasonable price, the Auctioneers will there and then immediately after, on the same day, proceed to sell by auction all the furniture, &c., in separate lots, as will be indicated in catalogues, now being published, and which will be ready for distribution 4 days before the day of sale. The property is now open for inspection, and the proprietor will be happy to give every information regarding the business which may be done.

Bombay, 13th April, 1871. CRAWFORD & Co.

NEW ADVERTISEMENTS.

FOR MALABAR COAST TO HAVRE.

THE first-class Ship CLEMENTINE, 395 tons, Messac, Commander. For particulars regarding Freight apply to Messrs. ED. BAUDRY and Co.

FOR MALABAR COAST TO BORDEAUX.

THE first-class Ship EUROPE 406 tons, Dehalles, Commander. For particulars regarding Freight apply to Messrs. ED. BAUDRY and Co.

NOTICE.—To be SOLD by PUBLIC AUCTION in H. M.'s Dockyard, on MONDAY, the 17th instant, and the days following, a quantity of old and unserviceable MARINE STORES, consisting of Lathes, Awnings, Old Canvas, Sails, Rope old and Junk, Bunting, Boats, Masts, Yards, Brass, Copper, Iron and Lead old, Cases, Casks, Tins, Coal and Coke Dust, &c., &c. Terms of Sale as usual, and for further particulars apply to the undersigned.

W. L. SEARLE, Lieut., late I.N.,
Marine Storekeeper.

Marine Storekeeper's Office, Bombay, 10th April 1871.

In the matter of Act XXVIII. of 1865, and in the matter of the ESTATE of BHARMUL PURBUT-NURPAL POONJA, THACKERSEY DHUNJEE, and KURPAL KHIMJEE, formerly carrying on trade under the Name and Firm of BHARMUL PURBUT and COMPANY.

A DIVIDEND, at the rate of HALF PER CENT., will be PAID to CREDITORS on and after the 14th instant.

MICHAEL R. DeQUADROS, Sole Trustee.

Bombay, Nesbit Lane, Fort, 12th April 1871.

LIST of UNCLAIMED LETTERS that have accumulated in the BOMBAY GENERAL POST OFFICE, from 1st to 10th April 1871.

Alexander, T G
Andrews, J
Allen, H W, Lt.
Allen, F W
Antoun, J
Allen, Mr W
Browne & Co
Brown, A
Bon, C F
Bowbay, C E
Bascvi, Mrs
Beyts, J W
Boswood, G
Bronch, S
Byrne, H R
Brock, J
Barnes
Chapman, F C, Mrs
Crossley, H T
Callaghan, T
Chambers, H R, Major
Carr, J
Cavanaugh, G, Major
Carmody, Lieut
Carter, W B, C E
Cooper, Wm
Cameron, H L
Cursetjee Sorabjee Cudin
Carmer, D
Church, G T, Assist Surgeon
Cloete, H
D'Cruze, H
Davie, R
Elderton, A, Lieut Col
East, F
Fress, H
Flint, W
F L & Co
Grifard, A, Captain
Godfrey, A, Captain
Goculdass, Merwanjee & Co
Gandin, Rev
Gandin, R K
Hayllar, T C
Hardi, J
Hamilton, W, Sir, Captain
Hastings, F W
Hare, Colonel
Hajee Jacob Hassan
Heycock, C F
Hine, T H
Huyshe, A, Major General
Hilbon, J
Johnstone, J
Jonnet, C
Jeffreys, Mrs
Josepin, N A

Keeanjee Eduljee
Kidd, J
Lincoln, C, Mrs
Leechman & Co
Latham, A
La Touvenel, W P, Captain
Macculloch, H R
Medley, E B
McLeod, G
Morris, G
Murdoch, J
Murray, H, Revd
Montgomery, F R A
Mioonet, E & Co
Miller, W H
Merwanjee Cowasjee
Mason, J
Margeon, Mrs
Nusserwanjee & Co
Newnham
O'Grady, J
Pedder, D C, Lt
Patell, G M
Reid, Capt, R A
Remington, S, Capt
Reimold, E
Redney, G A, Jr
Robins, F
Smith, J
Skelly, H R
Symonds, F C
Schneider, C
Summers, W
Smith, J W
Stevenson, H
Steward, A B, CS
Steel, Miss
Simpson, J D, Rev
Secretary, Bombay Geological Society
Secretary of the Charitable Fund
Scott, E H, Major
Stephen, Mrs
Shear, G W
Sparling, G
Steen, P V
The Staff Officer, RA
Taylor, R
Thomas, T
Tillott, S
The Agent for Government Consignment
Ward, J W
Ward, W
Webster, H, Captain
Warwick, C
C. A. Stuart, Post Master.

HOUSES, &c., TO LET.

GODOWN TO LET.—A large dry GODOWN to LET in Hummum Street. Rent Rs. 75 per month.

SOUNDY & Co.

TO BE LET, Commodious OFFICE PREMISES in Elphinstone Circle, and GODOWNS well adapted for Shops. Goods stored on these Premises can be insured against Fire at a little more than half the usual rate. For Rent and other particulars apply to RITCHIE, STEUART, & Co.

Bombay, 16th March 1871.

TO BE LET (Furnished), for six months of longer, "BELLE-VUE," Chinchpoogly, the residence of J. Campbell, Esq., commanding one of the finest views in Bombay. The Bungalow is in thoroughly good repair, commodious, and well furnished. Rent Rs. 200 a month. Apply at the BUNGALOW, or J. GRIFFITHS, Esq., School of Art, Esplanade.

TO BE LET, with immediate possession, that comfortable BUNGALOW, No. 46, on the Nepean Sea Road, Khumballa, with Vehar Water in the House, and spacious Compound. Apply to the Owner, Mr. Nowrojee Furdoonjee Wadia, or Mr. J. Groom, of Messrs. Grindlay, Groom & Co. Apply at 11, Church Street, Fort, to ARDASEER NUSSERWANJEE MODY, opposite to Messrs. J. & W. Watson & Co.

MESSRS. HEPTOOLA ALLEEBHOY AND COMPANY.

22, Apollo Street, opposite the Secretariate,

Beg respectfully to invite the attention of Merchants, Captains of Vessels, Contractors, and the public in general, to their large Stock, consisting of SHIP CHANDLERY of all sorts, including Anti-fouling Composition, for the bottoms of steam vessels, and every description of engineering plant for the repairs of steamers, &c., &c. All articles supplied will be of the best quality and at moderate rates, and orders will meet with prompt execution and be carried out in a manner which they trust will meet with approbation and a continuance of favours. A few articles on hand enumerated below, which may meet with attention:—

Corrugated Iron at Rs. 10 per cwt.
Peacock's ans McInnes's Anti-fouling Composition
McDougall's Disinfecting Powder.
Taps and Dies (Whitworth's) complete in cases.
Low Moor Iron Bars, Plates and Rivets.
Best Trieste Flour in barrels at Rs. 24 a barrel.
Copper and Brass Pipes of sizes.

Roman Cement in Casks.	Fire Engines complete.
Corrugated Hoop Iron.	Patent Water Closets.
Jim Crows.	Traversing Screw Jacks.
Smiths' English Bellows.	Corrugated Iron.
Canvas.	Belting of sizes.
Rollers, Skins.	Clear Cloth.
Bunting Twine.	Paper for Mill use.
Portland Cement.	Iron Tanks of sizes.
Paint Oil, of various sorts.	Fire Bricks.
Wire Netting.	Perforated Zinc Sheets.

N.B.—The Trade supplied at moderate rates.

JOHN MOIR AND SON,

Purveyors by special appointment to

H. R. H. THE DUKE OF EDINBURGH,

Preserved Provision Manufacturers and Export Oilmen,

ABERDEEN,

Established 1822,

Would direct the attention of the public to the quality of their various preparations.

Soups which require the addition of an equal quantity of water before being put on the table, thus making them by far the cheapest in the market for the consumer.

Jams, Jellies and Marmalade—These are prepared with finest London sugar, and have been well-known for many years.

Vegetables—Particular attention has been given to these, both to the growing and in their preservation, so that they cannot now be equalled.

J. M. and Sons' preparations may be had retail of all provisioners, and wholesale at their Factory, 56, Virginia Street, Aberdeen.

FARM AND GARDEN:—GARTHDEE near ABERDEEN.

LEA and PERRINS'

CELEBRATED

WORCESTERSHIRE SAUCE.

Declared by Connoisseurs

TO BE

THE ONLY GOOD SAUCE.

Caution against Fraud.

The success of this most delicious and unrivalled Condiment having caused certain dealers to apply the name of "Worcestershire Sauce" to their own inferior compounds, the Public is hereby informed that the only way to secure the genuine, is to

ASK FOR LEA AND PERRINS' SAUCE,

and to see that their names are upon the wrapper, labels, stopper, and bottle.

Some of the foreign markets having been supplied with a spurious Worcestershire Sauce, upon the wrapper and labels of which the names of Lea and Perrins have been forged, L. and P. give notice that they have furnished their correspondents with power of attorney to take instant proceedings against Manufacturers and Vendors of such, or any other imitations by which their right may be infringed.

Ask for Lea & Perrins' Sauce, and see Name on Wrapper, Label, Bottle, and Stopper.

Wholesale and for Export by the Proprietors, Worcester Cross and Blackwell, London, &c., &c. and by Grocers and Oilmen, universally

NOTICES.

THE ELPHINSTONE LANDING AND GLOBE EXPRESS COMPANY (Forwarding Agents to the P. & O. Co.) LAND CARGOES with despatch at MODERATE RATES.

Bond or deliver Goods as required.

Despatch Packages to any part of the world. For particulars apply to F. MOOLJEE & Co.,

Opposite the New Bank of Bombay.

THE MANOCKJEE PETIT'S SPINNING and WEAVING COMPANY.—NOTICE is hereby given, that the ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be HELD at the Registered Office of the Company, No. 4, Church Lane, Fort, on THURSDAY the 20th instant, at 3 o'clock P.M., for the following business:—

1st—To receive the Report and Accounts of the Company for the year ending 31st December 1870.

2nd—To elect Directors in place of those retiring by rotation.

3rd—To declare a Dividend.

4th—To appoint Auditors for the current year, and to fix their remuneration.

By order of the Board of Directors,

R. RUSTOMJEE R. WADIA, Secretary.

Bombay, 4th April 1871.

B. I. S. N. COMPANY (LIMITED).

TENDERS are invited for the SUPPLY of MARINE ENGINEERS' and CABIN STORES for the Company's Steamers for one year, commencing from date of acceptance of Tenders, and will be received at the Office of the undersigned up to noon on the 17th April 1871.

All Stores are to be delivered at the Company's Dockyard at Mazagon free of charge, in such quantities as may be required from time to time.

Parties whose Tenders are accepted will be required to enter into a contract and to deposit security for the due fulfilment of the same.

Forms of Tenders and further information may be obtained on application to the Storekeeper, at the Company's Dockyard, Mazagon.

The Agents do not bind themselves to accept the lowest or any tender.

W. NICOL & Co., Agents.

Bombay, 29th March 1871.

THE ORIENTAL SHIP OWNING ASSOCIATION, Limited, (in Liquidation).—NOTICE is hereby given to all persons having claims upon the above Association to send in statements of such claims in writing to Mr. S. P. FRAMJEE, the Liquidator of the above Association, at his Office in No. 6, Hornby Row, Bombay, or to Messrs. ACLAND, PRENTIS, and BISHOP, Solicitors for the Liquidator, at their Office in Apollo Street, within three months from the date hereof, after which time the Liquidator will proceed to take the necessary steps for the dissolution of the Company, which are prescribed by Section XCV. of Act XIX. of 1857, without regard to such claims as may be outstanding and of which no such statement shall have been sent in.

ACLAND, PRENTIS AND BISHOP,

Solicitors for the Liquidator of the Oriental Ship Owning Association, Limited.

Bombay, 23rd January 1871.

In the matter of Act 28 of 1865, and of the Estate of PREMCHUND ROYCHUND.

NOTICE.—A THIRD and FINAL DIVIDEND, at the rate of ONE ANNA and SEVEN-TENTHS of a PIE (1 anna 7-10th pie) per cent. will be PAID to CREDITORS on the above Estate whose Claims have been admitted, at the Office of Messrs. LOBJEE BEHRAM and WILSON, 6, Elphinstone Circle, on and after THURSDAY, the 6th instant, between the hours of 11 A.M. and 2 P.M.

Creditors must deliver to the Trustee their Vouchers when applying for Dividend.

G. R. WILSON, Sole Trustee.

Bombay, 5th April 1871.

NOTICE is hereby given, that the PARTNERSHIP formerly subsisting between NOBLE CARR RICHARDSON and EDWARD ROBSON was DISSOLVED on the 7th day of October 1870, by the Bankruptcy of the said Noble Carr Richardson, and that by an Order of the High Court at Bombay, dated the 20th day of March 1871, made in a Suit wherein the said Edward Robson was Plaintiff and the said Noble Carr Richardson and others were Defendants, the said Edward Robson was appointed Receiver of the Effects and Assets of the said Partnership with power to carry on and conduct the business thereof, so far as he might deem sufficient for the beneficial winding up of the same.

All persons indebted to the said Partnership, or having property in their hands, are hereby required to pay or account for the same to the said Edward Robson, as such Receiver aforesaid, who is alone authorised to give a discharge for the same.

ACLAND, PRENTIS, and BISHOP,

Solicitors for the Receiver.

Bombay, 10th April 1871.

COTTON SEED.—The Cotton Commissioner is prepared to SUPPLY the following newly imported COTTON SEEDS for sowing during the ensuing season:—

EGYPTIAN	at Rs. 19 per cwt.
NEW ORLEANS	,, 23 ,,
SEA ISLAND	,, 25 ,,
PERUVIAN	,, 23 ,,

The above rates are exclusive of packing and transport charges when forwarded to the Mofussil.

As a general average, an acre of ground requires from ten to twelve pounds of seed.

The supplies were estimated from last year's demands, and it is requested that requisitions may be forwarded with as little delay as possible, addressed to the undersigned, in order that application may be enabled to make their own arrangements for the careful preservation of their seeds until sowing time.

Applications for Hingunghat and Dharwar American Seed should be made at once that an estimate may be formed of the total quantities of those seeds which it will be necessary to procure.

G. F. FORBES,

Bombay, 3rd April 1871. Cotton Commissioner.

GREAT INDIAN PENINSULA RAILWAY.

The G. I. P. Railway Company requires the services of TWO QUALIFIED SURGEONS to take Medical Charge of up country districts.

For further particulars apply at the office of the undersigned.

H. P. LeMESURIER, Agent.

Company's Offices, Elphinstone Circle, Bombay, 22nd March 1871.

GREAT INDIAN PENINSULA RAILWAY.

TEAK TIMBER.

TENDERS are invited for the SUPPLY of 1,200 tons of well seasoned MOULMEIN or RANGOON TEAK TIMBER, in Squared Logs, square and straight, not less than 12 inches square and 20 feet in length, to be delivered at the Company's Stores Depôt, Byculla, at the rate of not less than 300 tons per month, commencing from the date of acceptance of Tender.

Specification and form of Tender may be obtained on application at the Storekeeper's Office, Byculla, Bombay.

Sealed Tenders, endorsed "Tender for Teak

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

WEDNESDAY AFTERNOON.

MARKET quiet.

BOMBAY BILL AND STOCK LIST.

BANKS.

Number of Shares.	Nominal value per shares.	Paid up.	Last dividend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	3 p.ct	Agra Bank	95
22,000	1,000	all	5 p.ct.	Bank of Bengal	1,375
10,000	500	all	5 p.ct.	Ditto of Bombay New	625
10,000	500	100	5 do.	Ditto 2nd Res. Issue	178½
5,250	1,000	all	7 p.ct.	Ditto of Madras	1,380
30,000	250	all	3 p.ct.	Chartered Mercantile Bk. of L. L.& China	250 par.
6,000	275	all	12 p.ct	Hong. & Shanghai Bank	360 nl.
40,000	250	all	nil	Chartered Bk. of L. & C.	150
37,499	250	125	5 p.ct.	National Bank of India	103
19,994	250	all	12 do.	Oriental Bank	440

LAND COMPANIES.

4,000	3,000	all	Rs 76	Colaba Land Co	1,685
8,208	150	all		Prove Land & Pier Co. Ltd	163
750	2,000	2,000	Nil	Mazagon Land	1,015
4,000	2,000	1,400	Nil	Fort Canning	315

RAILWAY COMPANIES.

...	£20	218.3.4	p. o.	G. I. P. Railway Consolidated Stock	240
...	£2	109.15	do.	Do. New £20 shares	126
...	£2	43.10.2	do.	Do.	...
...	£100	1,000	do.	B. B. & C. I. Railway Co	1,100
...	£41	291.5.1	do.	Do. New Shares	300

MILITARY.

ARRIVALS.—APRIL 12.

Drew, Assistant Surgeon, Royal Artillery, on leave, from Mhow.
Masters, Veterinary Surgeon, Royal Horse Artillery, to appear before a medical board, from Kamptee.
Macdonald, Colonel, 1st Cavalry, on leave, from Kamptee.
Briscoe, Captain, 1-14th Regiment, on leave, from Deolalee.
Boyd, Colonel, Commandant, Assegrhur, on medical certificate, from Assegrhur.
Adey, Surgeon, 10th Regiment N. I., from leave, from Matheran.
Aitken, Lieutenant-Colonel, Bengal Staff Corps, to appear before a medical board, from Lucknow.

DEPARTURES.—APRIL 12.

Livesay, Lieutenant, Royal Engineers, on duty, to Deolalee.
Drew, Assistant Surgeon, Royal Artillery, from leave, to Mhow.
MacGregor, Lieutenant-Colonel, 2nd Cavalry, on leave, to Deesa.
Firebrace, Lieutenant, Royal Artillery, on duty, to Ahmedabad.

SHIPPING.

DAILY FREIGHT REPORT—12TH APRIL.

London...	Cotton	£3	0s. 0d. p. ton.
	Cases	£3	0s. 0d. "
	Seeds	£2	7s. 6d to £2 10s. 0d. "
Liverpool	Iron Ships Cotton	£2	10s. 0d. to £2 12s. 6d. "
	Wooden Ships	£2	8s. 0d. "
	Myrabolms & Coir bdls	£1	5s. 0d. "
	Seeds	£1	10s. 0d.
Harve.....	Cotton	£3	0s. 0d.
	Coffee		
Overland ...Steamers		£4	0s. 0d.
Liverpool via Suez Canal		£3	5s. 0d. to £3 7s. 6d.
China ...	Steamer Cotton	Rs. 10 per bale.	
	" Opium	Rs. 250 to 30 per chest	
	Sailing Ships	Rs. 3 per bale	
Calcutta ...Salt		Rs. 2 0 0 to 3 0 0 per ton	
Calcutta to Bombay		Rs. 16 and Calcutta Port charges	
Mauritius		8 annas to 10 p. bag nominal.	

ARRIVALS.

April	Vessel.	Commander.	From
12	Oriflamme	Huzines	Liverpool, Dec. 17.
	Omer Pasha	DeCosta	Calcutta, March 7.
	Ashgrove	Atherton	Liverpool, Nov. 15.
	New Margaret	Wright	Coconada, Feb. 28.
	Sydney Dacres	Mosey	Liverpool, Nov. 18.
	Abyssinia (s)	Gray	Calcutta, March 21.
	Berar (s)	Lanham	London, March 4.

DEPARTURES.

April	Vessel.	Commander.	Destination.
12	Westminster	Groves	Liverpool.
	Sir J. R. Carnac (s)	Ballin	Aden.
	Durham (s)	French	London via Havre.

The following vessels obtained their port clearances yesterday—
Steamer Orissa Tomlin, to China, &c.
Ship Lord Ashburton, Adey, to Liverpool.
Ship Hopeful, Stevens, to Tellicherry.
Ship Anazi, Hillman, to Falmouth via Cochin.

The following vessels began to load yesterday—
Ship Americana, to Liverpool.
Ship Gatineau, to Liverpool.

THE HOOGHLY.

ARRIVALS.

April			
7	Historian (s)	Tutton	Liverpool.
8	Cardigan Castle	Davies	Melbourne, Feb. 13.
	Moulmein (s)	Ewart	Akyab, April 4.
	Esmeralda	Jones	Bombay, Feb. 1.
	Nimrod	Bullock	Mauritius, Feb. 12.

DEPARTURES.

April			
7	Meinam (s)	.....	.....
	Bunheer (s)	.....	.....
	Scotland (s)	.....	.....
	Clotilde (s)	.....	.....
	Waverley	.....	.....

DAILY IMPORTS.—12TH APRIL.

FROM LIVERPOOL.

City of Brussels, 5 hhds port wine, J Nowrojee.

FROM LONDON.

Glenduror, 8 hhds pale ale, N J Moolla; 25 cases claret, Payne & Co.
Galatea, 1 puncheon gin, Payne & Co.
Michael Angelo, 15 cases sauterne, Payne & Co.
Robinson Crusoe, 12 cases candles, 8 cases fancy biscuits, 2 cases glassware, 10 cases perfumery, and 10 cases foolscap paper, The L A & A Co; 14 cases oilmanstores, &c, Spencer, Shaw & Co; 8 cases common beads, A C Gumpert & Co; 11 casks brass wire, N & B Wadia & Co; 35 cases oilmanstores, R Angus & Co; 4 cases iron wire, F R Sookhia.
Cartago Nova, s, 7 cases hams, Stenhouse & Co; 32 cases oilmanstores, 3 cases medicine, and 1 case haberdashery, S Hoptroola; 3 cases sherry, 1 case champagne, and 2 cases essence and preserves, Stearns Hobart & Co.

FROM BORDEAUX.

Europe, 80 cases brandy, A Dorabjee; 98 cases brandy, J Coverjee Sons; 730 boxes claret, N Ardaseer & Sons.
Cannanore, 100 cases brandy, D Sorabjee &Co.

FROM SUEZ.

Golconda, s, 15 cases champagne, Payne & Co.

DAILY EXPORTS.—12TH APRIL.

FOR LIVERPOOL.

Calcutta, 83 bales cotton, 8 Lilladhur; 105 bales cotton, G Futychund; 134 bales cotton, D Royrau.
Tethys, 50 bags coffee, D Merwanjee & Co.
Rialto, 56 bales cotton, D Nanjee; 18 bales cotton, C Madowdass
Ophia, 72 bales cotton, H Romanjee Touche & Co; 36 bales cotton, G Heerjee; 71 bales cotton, W & A Graham & Co; 1,000 bundles gall, S Vagjee.
Oberon, 42 bales cotton, O Hoorjee; 50 bales cotton, N Mooljee; 60 bales wool, C Pitamber; 100 bales cotton, F Sands & Co.
Robert Kerr, 1,000 bundles gall, L Dewjee; 100 bales cotton, J Baloo.
Thunderbolt, 359 bales cotton, Kumbler Preiswerck & Co; 100 bales cotton, Leggatt & Co.
Bonnie Dundie, 51 bales cotton, D Nanjee.
Jeypore, 525 bundles coir yarn, H T H Ramtools; 500 bales cotton N Kessowjee & Co; 100 bales cotton, W Chapsee; 44 bales cotton, G Nurseedass; 159 bales cotton, G F Pim & Co; 23 bales cotton, N Pursotum; 70 bales cotton, L Gordundass; 77 bales cotton, A Visram; 67 bales cotton; N Manordass.
Romania, 25 bags linseed, S Mooljee; 56 bales cotton, M Ruttonsey; 45 bales cotton, D Ramdyall; 200 bales cotton, M Soorjee; 250 bales cotton, J Baloo.
Surat, s, 3 bales cotton, A Blaecheck & Co.
Orchis, s, 200 bales cotton, E Framjee & Co; 102 bales wool, H Vussonjee; 72 bales wool, C Pitamber; 50 bales cotton, H Bomanjee Touche & Co; 17½ bales wool, K Ramjee; 200 bales cotton, Finlay Muir & Co; 223 bales cotton, P Chimanram; 600 bundles myrabollams, S S Narrelwalla.
Cartago Nova, s, 100 bales cotton, Stearns Hobart & Co; 22 bales cotton, G Baldew.
Challenger, 30 bales cotton, G Singaury; 58 bales cotton, V Manchund; 66 bales cotton, H Sullamon; 139 bales cotton, R Alladinbhoy; 37 bales cotton, R Heerjee.
Baron Macaulay, 200 bales cotton, Wallace & Co.

FOR LONDON.

Surat, s, 10 cases gum, B I S N Company; 10 bundles E teeth, S Futtayhoy; 3 packages and 1 bundle E teeth, K Ramjee.
The Tweed, 208 cases myrabollams, F M Danga; 304 bundles hides, S M G Hoosen; 10 cases peacock feathers, M Premjee.

FOR GENOA.

Decano, s, 300 bales cotton, Gaddum & Co; 102 bales cotton, S Tyabjee & Co.

FOR HAVRE.

Verona, 200 bales cotton, Kumbler Preiswerck & Co; 600 bundles cotton, W Nicol & Co.
Deccan, s, 200 bales cotton, George Lockhart & Co.

FOR BREMEN.

Corrina, s, 100 bales cotton, M Lowjee.

FOR FALMOUTH.

Lepanto, 300 bales cotton, H Clason & Co.

FOR HONGKONG.

Constance, 6 bundles E teeth, S Golabchund; 6 bales cotton, E Rustomjee; 50 bales cotton, E Noordin & Co.
Orissa, s, 1 case Cambay stone, E Hamed; 1 box silver coins, E Noordin & Co; 62 bales cotton, H E Elias; 75 bales cotton, H A Esmail & Co; 9 chests M opium, C Bomanjee & Co; 6 chests M opium, E D Lungda; 7 chests M opium, C Jusraz; 15 chests M opium, R R Eduljee; 15 chests M opium, C Ebram; 5 chests M opium, R Baldew; 24 chests M opium, J Pestonjee; 15 chests M opium, D D Ghandy & Co; 1 chest Cambay stone, G Moolchund; 36½ chests M opium, R Habibhoy; 12 chests M opium, David Sassoon & Co; 10 chests M opium, D Ashpanjee; 12½ chests M opium, R Dhunjeeshaw & Co; 4 chests M opium, E Hamed; 12 chests M opium, H A N Momed; 10 chests M opium, S and D B Futtakia; 39 packages blyeabole, D Cursonjee; 11 chests M opium, J Dulsookroy; 7 chests M opium, C Jusraz; 45 chests M opium, N Kessowjee & Co; 10 chests M opium, T S wsa; 26 chests M opium, D C Tata; 13 chests M opium, H Hurdewdas; 20 chests M opium, A Habibhoy.

FOR SHANGHAI.

Orissa, s, 5 chests M opium, R Baldew; 10 chests M opium, C Ebram; 15 chests M opium, D Ghoonlall; 88 chests M opium, R Eduljee; 6 chests M opium, E Jakraun; 4 chests M opium, T Gunshamdass; 10 chests M opium, H Hurdewdass; 15 chests M opium, A Habibhoy.

UNDER THE PATRONAGE OF
HIS EXCELLENCY
SIR SEYMOUR FITZGERALD, G.C.S.I.,

A CONCERT

WILL BE GIVEN IN
THE TOWN HALL
BY MEMBERS OF THE
BOMBAY PHILHARMONIC SOCIETY
ON THURSDAY, 13TH APRIL, AT 9 P.M.

PROGRAMME.

PART I

Piano Forte Duet.
Vocal Quartette, "Thuringian Volkslied"
Violin Solo, "Le Rêve"
Duet (for Soprano and Baritone), "Vedi, o cara, tal Sacchetto" ..... Ricci.
Chorus (for Men's voices), "The Wanderer" ..... W. Fischer.

PART II.

Catch, "Would you know my Celia's charms" ..... Webbe.
Baritone Solo, "The Snow lies white" ..... Sullivan.
Piano Solo.
Soprano Solo, "The Nightingale's Trill" ..... W. Ganz.
Chorus (for Men's voices), "Chase away, dear one." O. Lorenz.

TICKETS can be had at Messrs. THACKER, VINING, & Co., Rampart Row, and of Mr. J. NEUBERG, Medow Street. Single, Rs. 5 each; Family Tickets, for two, Rs. 8; and for three, Rs. 10.

SIR RICHARD TEMPLE'S
FINANCIAL STATEMENT,
FOR 1871-2.

MAY BE HAD, IN PAMPHLET SHAPE, 20 pp., PRICE EIGHT ANNAS,
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FOR SPECIAL MARKET REPORTS and WEEKLY PRICE CURRENT, Blay and Mackintosh's Weekly FREIGHT CIRCULAR, and all the COMMERCIAL and SHIPPING NEWS of the WEEK, see

THE BOMBAY GAZETTE
OVERLAND SUMMARY.

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DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

MARRIAGE.

KING—MONCRIEFF—April 12th, at St. Thomas' Cathedral, Bombay, by the Ven'ble Archdeacon C. H. Leigh-Lye, Mr. Henry Marshall King, of the Cotton Department, to Miss Elizabeth Moncrieff.

DEATH.

BHUGWANTRAO—April 11th, Breach Candy Road, Bhugwantrao, the infant son of Crustnarao Nana Bapoojee Kale, aged 10 days, deeply regretted.

OTHER PRESIDENCIES.

BIRTHS.

CHRISTISON—April 1st, at Tukvar, Darjeeling, the wife of George W. Christison, of a daughter.
DAVEY—March 31st, at Nowkhalee, the wife of W. Davey, Esq., of a son.
POTTER—March 27th, at Bangalore, the wife of Mr. C. D. Potter, Great Trigonometrical Survey, of a daughter.
WAY—April 4th, at Sangor, the wife of Captain G. A. Way, of a daughter.

DEATHS.

PURCHASE—March 25th, at Rangoon, at the Custom House, R. W. Purchase, Esq., aged 47 years and 3 months.
WATSON—April 8th, at Lucknow, Letitia Mary, infant daughter of Colonel and Mrs. John Watson.

NOTICE.

All CHEQUES, MONEY ORDERS, and other Remittances, sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

All Communications respecting Advertisements should be addressed to the "Advertisement Department."

Bombay Gazette Office, Bombay.

The Bombay Gazette.

THURSDAY, APRIL 13, 1871.

THE papers we published yesterday distinctly show the ground on which the Government of India have based their railway policy. The ground adopted is the assumption that it is the duty of the State to construct railways, whether they will pay or not, and, looking to the certainty that railways won't pay, that it is the duty of the State to make non-paying lines as cheaply as possible. The Duke of Argyll affirms broadly, that "under the present circumstances of India, the military argument must be considered as secondary to the economic. The danger to our Indian Empire from financial embarrassment is a far more real and pressing danger than the danger of a sudden invasion on the North-West frontier by a great military power." And as there is a danger of financial embarrassment, statesmanship thinks it a wise mode of guarding against that danger to make a host of lines that will increase the total amount of guaranteed interest payable annually out of the revenues of India? Throughout these papers there is not a single fact adduced to show that the new lines, which rest on the "economic argument" will pay as investments, still less that they will ever yield a surplus to form a sinking fund for the redemption of the capital. The truth is that by the economic argument the Secretary of State means the cheap argument. These railways are to be made, not because they will pay, but because they are what is called cheap railways. Now the financial embarrassment would best be warded off by not making the said lines at all; it is increased, absolutely, and not diminished one iota by making, on economic grounds, railways that will not pay. All the best lines, it is admitted, have been taken up, they do not pay, and it is proposed to remedy the evil by constructing thousands of miles of lines which will pay still less. Two negatives make an affirmative, but two or more deficits do not make a surplus.

There are two distinct justifications for making railways in India. One is State necessity. The Government has just as much right to build long lines of railway communication for the purposes of self-defence, as it has to build forts and employ men-of-war. The Trunk system proper, if finished, would stand on the same footing as forts and ships and armies, with the additional advantage that the lines are of immense use to traders, agriculturalists, and travellers whose payments serve to diminish the money loss of the State. The other justification is that the railways will pay a reasonable profit on the capital expended in constructing them; a profit, that is, large enough to cover the interest and leave a margin for the use for the State. But the Government of India has abandoned the first ground, and cannot act on the second because no such ground exists. There is not a single line projected which promises a profit. Some lines, it is openly admitted, will be worked at a loss "for years;" it may be for years, but it is most likely to be "for ever." What ground then is left as a justification for the policy of a Government seeking to avoid financial embarrassment by sinking more capital in profitless undertakings? The sole ground is that the Government of India, bent on making these railways, invents or adopts the reason that it is their duty. Duty to run the nation further into debt! Duty to augment the drain on the revenue for guaranteed interest! Duty to spoil the Trunk system by interpolating a series of Disjunctions! Duty to render it certain that the whole composite and patchwork system, neither military nor commercial, will have, at great cost, to be made homogeneous hereafter! "I am unwilling," said Lord Mayo with respect to gauge, "to embark on anything in the shape of an experiment in a matter of such enormous importance. An error now would be irreparable. We must endeavour by every means to secure the most absolute certainty of success." Apply these strong words to the railway disjunctive system. It is an experiment. Apply them to the economy of the transaction. Instead of securing a certainty of success, Lord Mayo has secured the certainty of non-success which will be represented by hundreds of thousands of pounds for guaranteed interest, and millions to reduce portions of the system to one gauge. Besides the cost of construction, stocking, working, establishment, there is another reason why Indian railways do not and will not pay. It is that vast tracts of jungle intervene between the paying portions. Government, as we have said, is justified in making these great through tracks for State purposes; but Government is not justified in making any other tracks unless they will pay; and if they will pay, surely the people most interested ought to take a large share in them. But the Government of India, like Dr. Mary Walker and Mrs. Jellaby, has a "mission." It is superior to all considerations not subservient to the mission, and goes on its way spending, minuting, and rejoicing, leaving to future Governments the unhappy day of reckoning. If duty and common sense were in fashion the Government would have completed the Trunk system on a uniform gauge, and would make no other railways except such as will pay.

With all due deference to high authorities we feel bound to suggest that their strategical views are erroneous. The sea bases of the system of Indian defence are not Calcutta and Kurrachee, but Calcutta and Bombay. The triangle is not Calcutta, Kurrachee, Peshawur, it is Calcutta, Bombay, Peshawur. The Indus valley is altogether a subsidiary line. It is outside the system, may be appended to it, but cannot be brought within it. Bearing this in mind it will be seen that the so-called "missing link" is not *necessary* to the military railway system, whereas the Bombay-Delhi line *is* necessary, because it is part of the military system. The key of Indian defence lies between Delhi, Mooltan and Peshawur, and consequently the lines of communication ought to run up to that triangle direct and well within the frontier. The railways up the Ganges valley run through a country strongly held and perpendicular to every possible line of attack. A line from Bombay to Delhi has all the advantages of a perpendicular line, because it is covered by extensive deserts impassable to armies. Now a force in the Delhi-Mooltan-Peshawur triangle could be most expeditiously and fully supplied with every thing from the ports of Bombay and Calcutta and intermediate places, and would be free to act in any direction. Kurrachee offers only limited facilities, an external flank line of communications, exposed to attack through the Bolan. We do not dispute the subsidiary usefulness of an Indus line, but we do dispute its necessity, especially in comparison with a line from Bombay. If an enemy tried to invade India by the Bolan, where could he go? His southward march would be stopped by the sea, his eastward march by the desert, he would be in a sort of a *cul de sac*, and could make no way except by forcing the defences of the Punjab. An enemy could not do better for us than pass the Bolan. Having done that he would have nowhere to go except against our armies in the Punjab. A force at Mooltan could join a force at Lahore or Peshawur, or these could join a force at Mooltan. In the first and second case the armies operating could be better supplied and reinforced from Bombay and Calcutta than from Kurrachee. Of course if policy dictated the propriety of fighting an enemy on the Helmund, a railway from Kurrachee to Mooltan would be of great utility. But that does not render less necessary a railway from Bombay to Peshawur, since the Punjab would not the less remain the key of our defensive position in India.

Finally it appears from these papers that the Government of India have deliberately interpolated narrow gauge lines into the midst of broad gauge lines with a full knowledge of the dangers thereby incurred. Hence they must bear the responsibility. But the burden is slight. They will probably have all ceased to be connected with the Government of India, perhaps with this world, before their plans are put to a severe test and—posterity will have to pay.

IT is said (we quote the "Pioneer") that the late Commander-in-Chief has some thoughts of connecting Allahabad with the title by which he will enter the House of Lords, as being the place from which, as Lord Clyde's Chief of the Staff, he started in 1857 on the campaign which suppressed the mutiny.

THE following telegram was received by the Director of the Indo-European Telegraph Department on the 27th ult. from Mr. Watson:—

"Bombay mail of 6th instant to Persia destroyed, kossid being robbed between Bushire and Shiraz. Please ask Accountant General to send duplicates of any letters for Persian Department by that mail and inform Secretariate."

THE Hon. Mr. Seward wisely decided, after a long talk with Rear-Admiral Cockburn, that it would be imprudent to go up the Persian Gulf at this season of the year. The Forte, as we yesterday mentioned, sailed for the Gulf on Tuesday. Mr. Seward and party went to Elephanta yesterday afternoon, leaving Mazagon Bunder at 4 o'clock. H. E. the Governor had placed a steam barge at his disposal, and the arrangements were carried out by Captain Robinson, Superintendent of Marine. Mr. Seward will very likely leave for Suez in the mail steamer of the 22nd, and may go to Goa prior to leaving India. He appears to enjoy his visit, and does not seem to suffer from the heat.

THE LAY OF THE GUV'NOR.

Air: *Wearing of the Green.*

'Twas in the month of April, in the good year '71,
When his work was all unfinished, his budget but begun,
That our Guv'nor up and boldly cried—he nothing knows of fear—
"I'll take my Westley Richards and go sporting in the Geer."

Then said the Secretary—"Afore you slays them beasts
Kind Sir, be good enough to stay and do this tax on feasts"—
But he warn't an atom daunted for he boarded the May Frere,
Singing "Auf! Straubenzie, lad, we'll go a-hunting in the Geer."

Then up and spake a Member o' Counc'l—he never spoke so free—
"O, Guv'nor, prithee, stop and jaw about this tax with me
This most unequal fam'ly tax"—but, with a ringing cheer,
Our Guv'nor leapt into his ship and started for the Geer.

"Hurrah!" he cried, as he shoved off from the Point of Malabar,
"I swear I'll bring a lion's skin from the wilds of Kattywar,
Let Mayo mess his int'lects on Temple's figures queer,
I'll shy all acts and estimates and frolic in the Geer."

And away, and away, and away he went, beneath the morning sky,
With a cheery war-song on his lip and murder in his eye—
"The Lion on the Percy's House—the Lions of Landseer,
Are good enough for Dizzy—but I want one from the Geer."

And from the shining ocean where the Guv'nor held his way
The sad and list'ning Counc'llors heard the careless hunter's lay—
"Let the budget budget for itself, I'll to Verawul steer,
And slay the mighty King of Beasts in the jungles of the Geer."

MILITARY ITEMS.

MAJOR J. V. HUNT, Bengal Staff Corps, has obtained furlough to Europe for two years, on medical certificate.

Captain C. H. Grace, Madras Staff Corps, has been allowed furlough to Europe for twenty months, on medical certificate.

Lieutenant-Colonel James Davidson, Madras Staff Corps, has been allowed furlough to Europe for twenty months, on medical certificate.

Captain S. W. B. Sherman, Madras Staff Corps, has been granted furlough to Europe for twenty months, on medical certificate.

Lieutenant-Colonel R. H. M. Aitken, V. C., Bengal Staff Corps, has been granted furlough to Europe for two years, on medical certificate.

The services of Assistant Surgeon C. W. MacRury, F.R.C.S., have been placed at the disposal of Government, in the General Department.

Surgeon-Major G. G. W. Maitland, F.R.C.S.L., to act as Deputy Inspector General of Hospitals, vice Pelly, proceeded to Europe on medical certificate.

Major E. M. Playfair, Royal (Madras) Artillery, Commissioner, Chindwara, has been allowed furlough to Europe, on medical certificate, for twenty months.

Captain A. Poole, Staff Corps, H. M.'s 25th Regiment N. L. I., has been allowed furlough to Europe for two years, on medical certificate, under rule 15 of the furlough regulations of 1868.

The following appointment has been made:—Major H. S. Anderson, Staff Corps, to officiate as Assistant Adjutant General of Division, during the absence on furlough of Lieutenant-Colonel Bacon, on until further orders.

THE Standing Medical Committee will assemble at the office of the Deputy Inspector General, B.M.S., Bombay, to-day, at 12 o'clock, to examine Staff Surgeon T. B. P. O'Brien, Staff Assistant Surgeon Lotchford, Assistant Surgeon W. Miller, 4 22nd Royal Artillery, Veterinary Surgeon W. Masters, Royal Artillery, and such other officers as may appear before it.

LATEST TELEGRAMS.

[PER REUTER'S AGENCY.]

VERSAILLES, 10TH APRIL.

The levee in Paris has been extended to married men.

No further important operations or engagements have taken place. Some shells have fallen into the Champs Elysées.

It has been stated that the Prussians have informed the Versailles Government that they will intervene if disturbances are not ended by the 15th inst.; but the statement is incorrect.

LONDON, 11TH APRIL, AFT.

The Liverpool Cotton market to-day was quiet. Surats heavy.

Fair Dhollera, 6 1/16d.

The Manchester market has been very steady.
7 lbs. Shirtings 7s. 9d.
8¼ " " 9s. 1½d.
40's Mule Twist, 11¾d.
Arrived from Bombay—Wellesly.

LATEST NEWS FROM CHINA.

[*By Indian Telegraph.*]

HONGKONG, 6TH APRIL.

The owner of the Niger has arrested the s. s. Sea Gull and cargo by telegraph for £12,000 on account of salvage.

It is ramoured that disturbances have taken place in Japan, but no outrages have yet occurred.

THE GREAT KHANDEISH CASE.

THE CONVICTIONS SUSTAINED.

JUDGMENT was yesterday delivered in what is now known as the Great Khandeish Case, in the Appellate Court, Mazagon. The arguments of counsel in the case three weeks ago were heard by five Judges,—the Chief Justice, and Justices Lloyd, Melvill, Kemball, and Green—but yesterday Justices Melvill and Green were otherwise engaged, and the three other Judges only were on the bench when the judgment of the Court was delivered by the Chief Justice. In the judgment, which was lengthy, and in the opinion of those best able to judge a very able one, the Court traced the course of the case from its beginning, when Sai Nursappa, Govind Narain, and Cassinath Dinkur were first arrested,—and after reviewing every important point in the case, stated its decision that the convictions of Mr. Pritchard in the case of Sai Nursappa and Govind Narain must be upheld, and that these men must undergo the sentences passed upon them, which in the opinion of the Court were light. We hope to be able in a few days to publish the judgment in full, but for the present we may mention a few of the points decided. In reference to the statement made to the Court by Mr. Anstey, to the effect that torture was applied to the accused men in the presence and with the concurrence of Mr. Pritchard, the Court, having dealt at considerable length with the question of the license of counsel, proceeded to say that, looking to the fact that though the petition presented to the Sessions Judge referred to the prisoners being put under pain-producing circumstances by the police, the petition did not contain the slightest suggestion that that torture was practised with the knowledge or sanction of Mr. Pritchard; looking also to the total absence of any insinuation in the argument of the prisoners' vakeels before the Sessions Judge that Mr. Pritchard was any party to the torture; and to the equally profound silence on the same point in the petition presented to the High Court,—the Court did not think it too much to say that the learned counsel for the petitioners, influenced as it had no doubt he was by no other feeling than zeal for his clients, would have exercised a sound discretion had he, before suffering himself to be made the medium of a most serious attack upon the character of a magistrate, required from those instructing him some statement upon oath or on solemn affirmation in support of the charge that the magistrate was present at and concurred in the acts of torture imputed to the police, or at least some reasonable ground for believing that the charge might be proved. At all events the Court thought that it behoved Mr. Anstey to hesitate in persisting in the charge when he was informed by the learned pleader that he (the learned counsel) was in error in supposing that the supplemental petition contained details of any such torture. As to the appointment of Mr. Pritchard to act as public prosecutor, the Court thought that such a proceeding was most objectionable, as Mr. Pritchard, being the magistrate who first convicted the men, had a personal interest in the case which a public prosecutor should not have. However, looking to the serious reflections on his character, and to the fact that the Judge suggested that he should be appointed public prosecutor, the Court was not disposed severely to censure Mr. Pritchard's acceptance of the office; but they were astonished at the Judge for having suggested such a thing. The Court also deeply regretted that Mr. Pritchard should so far have forgotten his duty to the prisoners, as, not only before the enquiry was concluded, but before the enquiry for the prosecution had finished, to have applied for permission to prosecute Govind Narain, Sai Nursappa, and one of their witnesses, Khundoo Sing, in respect of the evidence given by them; but the Court was much surprised and grieved that the Sessions Judge so little knew his duty as to grant the permission. Such proceedings as these were certainly not conducive to the administration of justice. There certainly had been irregularities in the inquiry, and did the Court think that any fresh inquiry would benefit the prisoners they would grant it, but the Court did not think that any fresh examination would in any way benefit the prisoners. The Court considered that the petitioners had failed to establish that their confessions were the result of torture or any undue influence. The police had denied the allegations of maltreatment; and looking to the confessions themselves they appeared to the Court probable and natural, and not like a concocted story put into their mouths by the police or others. Besides, these men never complained to Mr. Pritchard of having been tortured by the police, neither did they complain to Mr. Ashburner, Major Probyn, or Dr. Bainbridge. The Court did not think that Mr. Pritchard had interfered to prevent free communication between the prisoners and the vakeels, but regretted that Mr. Pritchard taunted the vakeels with having come to his camp to "tout," a taunt which should not have been made by any magistrate; and it was also regretted that Mr. Pritchard should have allowed himself to apply any opprobrious epithet to the prisoners, and also that the prisoners had been kept unnecessarily handcuffed. Mr. Pritchard, the Court decided, had jurisdiction in the Nassick Collectorate when he tried the prisoners.

STEAMER REPORTS.

GALLE, 12th April, 11-2 A.M.—French mail steamer from China signalled.

TELEGRAPH LINE REPORTS.

KURRACHEE, 12th April, 8 P.M.—Latest dates from United Kingdom, via Russia, 11th April, 7-10 P.M.; via Turkey, 11th April, 5-15 P.M. From Continent of Europe, via Turkey, 11th April, 5-20 A.M. Cable right to Fao; Turkish line right to Pera; Persian line right to London.

BOMBAY GOVERNMENT TELEGRAPH OFFICE—12TH APRIL, 9 P.M.

Latest dates from United Kingdom.
Via Russia, 11th April, 5-30 P.M., Greenwich time. Time in transit, 18 hours 37 minutes.
Via Red Sea, 12th April, 12-30 P.M., Greenwich time. Time in transit, 1 hour 15 minutes.

Latest dates from Continent of Europe.
Via Turkey, 12th April, 11 A.M., Greenwich time. Time in transit, 4 hours 32 minutes.
Via Red Sea, 12th April, 11 A.M., Greenwich time. Time in transit 3 hours 51 minutes.
America via Red Sea, 12th April. No time.

The time occupied in the transmission of messages to Bombay from 9 P.M. of the 11th to 9 P.M. of the 12th April is as follows:—

To Bombay.	Max.	Min.
From Kurrachee	1 55	0 4
Calcutta	0 15	0 2
Madras	11 15	0 6
Galle	8 34	3

MR. PEDDER'S SALT REPORT.

VIEWS OF THE BOMBAY GOVERNMENT.

To the Secretary to the Government of India, Financial Department.

SIR,—The Government of India, in their letter No. 2,309, dated 9th November 1869, were pleased to authorize the appointment of Mr. Pedder to enquire into the salt administration of this presidency, with a view to making suggestions for improving its management and for suppressing smuggling.

2. He completed this duty about the end of August last; and I am now desired to submit the accompanying three reports which embody the results of his labours.

3. The first report (No. 30 dated 15th April 1870) refers to the Northern or Guzerat Division. The main recommendations contained in it are the closing of all seaside works north of Bassein, and the development of the production of salt at the Runn works. Mr. Pedder proposes to concentrate the manufacture of salt at the Runn, and to supply the whole of Guzerat therefrom. He considers the new works should be established at Khareghora, or other convenient spot near Patree, and recommends that a light railway with a 5 feet 6 inches guage be made to connect that place with the Veerumgaum station on the Bombay, Baroda, and Central India line. He would lay down a tramway between the terminus and the works. He would establish some fourteen depots for the sale of salt on the line between Patree and Dhanoo.

4. The recommendations in favour of these proposals are, that the public will be supplied with a superior description or salt at a moderate price, and that the facilities for smuggling will be reduced to a minimum. The price at places north of Surat will be lower than what is now paid for sea salt. At Surat itself it will be about the same, but will get dearer further south in proportion to distance. As the works to be suppressed are for the most part the property of Government, no compensation will have to be paid to proprietors, but only a small sum (Rs. 25,000) to the persons engaged in the manufacture.

Mr. Pedder estimates the amount of salt now smuggled or stolen at 10 per cent. on the sales, and, as under the proposed scheme, there can, with ordinary care and vigilance, be absolutely no loss in this way, he takes credit for a corresponding increase in the revenue that will be realized. This increase amounts to Rs. 1,85,845.

His Excellency in Council believes this estimate, as to the extent of smuggling that now prevails, to be moderate.

5. I am now desired to submit the views of Government on the above proposals.

The railway project has already been submitted to the Government of India in the Public Works Department. It will be sufficient in this place to say that the line ought to be constructed in the cheapest and most direct manner, consistent with the object of bringing salt on the Bombay, Baroda, and Central India Railway. At present some 400,000 maunds are annually sold at the Runn, and it is estimated that 32 per cent. of the total quantity manufactured is now lost by wastage. It is not unreasonable to suppose that a considerable portion of this salt is stolen or smuggled. Be this as it may, there can be no doubt that if facilities for transport were available, the excise would benefit probably in proportion to the duty leviable on the quantity now alleged to be wasted.

6. Therefore, independent of the rest of the scheme for closing existing works, there are sufficient grounds for believing the construction of a cheap line would be of much benefit to the revenue.

His Excellency in Council is not prepared to endorse Mr. Pedder's estimates of the returns from the railway, which are calculated to give a net gain of *Rs.* 2,27,076. In the first place, ten pies per ton per mile is too high a rate for freight, and seven pies would probably be a safer sum to take. Next, nothing has been allowed for the cost of carriage, nor has the expense of shifting the salt on to the railway trucks been calculated. But leaving a wide margin for these items, it is believed that the actual returns would cover the interest of the capital expended, irrespective of the large increase that would certainly result to the revenue.

7. Another argument in favour of the construction of the branch line is to be found in the fact that, unless it is made the quantity of salt now sold at the Runn works, which amounts to 400,000 maunds, will be considerably diminished. At present the carriage of salt from the works is dependent on Brinjaries who bring down grain on their pack-bullocks and take salt on the return journey. For the future, however, grain will be imported as far as Veerumgaum the rail, and the consequence will be that, unless the branch is made, there will be no available means of transporting salt from the works.

8. The proposal to close all existing seaside works as far south as Dhanoo, has next to be considered. This Government do not think it would be safe to at once carry out this proposal in its entirety. Although the supply of Runn salt is believed to be practically inexhaustible, yet it would require one or more seasons to manufacture a sufficiently large quantity to meet the wants of the whole of Guzerat. Then the population south of Surat, and probably at Surat itself, would have reason to complain, if they were, under the new arrangement, compelled to buy their salt at a higher rate

BOMBAY CRIMINAL SESSIONS.

(Before Mr. Justice GREEN.)

SECOND DAY, TUESDAY, APRIL 11.

ALLEGED ABSTRACT OF FALSE EVIDENCE.—Bhurnul Purbut, a Bhattia, was charged with having, on the 1st May 1870, instigated Mooljee Khimjee to give false evidence in a suit, No. 678 of 1869, in the High Court, to the effect that two promissory notes, the subject-matter of the suit, had been passed for Rs. 500 and Rs. 250 respectively, and that the money had been advanced for gambling, and that the notes had been altered after being executed by Jethabhoy Modhur. There were other indictments, which were simply a variation of the first charge.

Mr. Anstey appeared for the prosecution, and Mr. McCulloch defended the prisoner.

Mr. Anstey in opening the case said—I think that the practice which I have always followed, both in England and here, is much fairer to the prisoner than the practice which I am sorry to say is too common among us here—that is, of stating minutely against the prisoner the evidence which the witnesses are expected to give. I shall conform to the good old practice which formerly prevailed, and tell you as little as possible what is coming out of the mouths of the witnesses, for I think it is unfair to impress upon the minds of the jury an idea of the prisoner's guilt, which would be difficult to be removed after having been once heard. Still I must tell you as much of the facts as will lead you to comprehend the nature of the case you are about to try. The facts are briefly these. There was an action tried before Mr. Justice Bayley in September last, in which the prisoner at the bar, although no party concerned, will be shown to have taken a prominent part in the instruction of the lawyers and lawyers' clerks who came before the Court. In the course of the hearing of the case, which lasted five days, it was expected by the defendant upon whose behalf the prisoner is said to have interested himself, that certain witnesses had come forward who had been suborned and who testified on his behalf to the following facts—that the two hoondies or notes upon which the action was brought was given for gambling purposes, and therefore was void; and after they had been given for the sum for which they were given, they had been altered by the addition of a cipher in each document, so as to make what was tens hundreds, and what was hundreds thousands. These particular witnesses, however, did not appear to support the defence, and Mr. Justice Bayley found that the defence was false, and made a decree for the plaintiff for the full amount. This judgment being appealed against from the Court to the Lord Chief Justice and the learned judge who is presiding at this trial, the decree of Mr. Justice Bayley was confirmed, and there has been no further appeal. Under these circumstances, and it having been ascertained that previously to the trial the prisoner had been employing himself upon what is called "marshalling of witnesses"—there is no harm in that in itself—and brought them forward on behalf of the defendant, and it is further stated that whilst so employed he put words into their mouths suggesting to them the evidence they were to give at the trial; and, further, in order to commit them to the case he had at heard, he persuaded two of them to swear affidavits, which were accordingly prepared and sworn, that the prosecution was instigated against him. I must not tell you about the other offenders—those who were said to be in the conspiracy with the prisoner; those I have nothing to do with. They are not here to-day, they may have fled, and there may be reasons for not prosecuting them, but at all events the man before you is the sole prisoner. The offence with which he is charged is not what used to be called perjury, or giving false evidence, but is what used to be called subornation of evidence, and what is now called abetment of the offence; and his Lordship will tell you that it is not necessary to constitute the offence of abetment or the crime of abetment that the offence abetted is actually committed under the Penal Code. A man is said to abet an offence if he instigates, urges it or promotes it in any way, even if the offence itself from some cause or other is never committed. That is still an abetment. Of course the direct evidence against him will consist of communications said to have been made by the prisoner to the parties themselves, which they did or did not swear to or affirm, but who were solicited by him to come and give evidence to the offence stated. I shall show you presently by the evidence of the plaintiff himself in the late action, as well as other evidence, that there is no doubt as to the untruth of the statement that the notes were given for gambling purposes, or were altered in the way described, and, that being shown, it would follow that any evidence to the contrary of that would necessarily be false; and then the next consequence would be that anybody inciting another to give false evidence is guilty of subornation, or the modern offence of abetment. Of course your opinion upon all these points must depend entirely upon your appreciation of the credit of the witnesses which I shall call. Of course you will not expect a preponderance of proof, and of course the witnesses must befew, and if you are not satisfied with the few witnesses I shall bring before you, you will of course acquit the prisoner, but, on the other side, if you are satisfied that the evidence I call is truthful, it will of course be your duty to find him guilty. I do not think I could lay the case before you more fairly and impartially than I have done, and I will now proceed to call my witnesses.

Witnesses were then called for the prosecution, at the close of which Mr. McCulloch addressed to the jury a convincing address on behalf of the prisoner.

The prisoner was acquitted by the jury.

HOUSEBREAKING.—Hakeem Dossa was placed at the bar on a charge of housebreaking in order to commit theft. He was convicted, and sentenced to be imprisoned for two years and to receive twenty-five stripes.

FOURTH DAY, WEDNESDAY, 12TH APRIL.

THE POONA RIOTING CASE.

THREE "Christians" named George Dexton, John Sexton, and Thomas Ebenezer Kyte were placed at the bar on charges of having at Poona on the 29th January, along with six natives, been guilty of the offence of rioting, of having with other persons been armed with clubs which if used might have caused death, and of having voluntarily caused hurt and used criminal force to Thomas Harris.

Mr. Farran appeared for the prosecution; Mr. Ferguson defended the third prisoner, the other two being undefended.

Mr. Farran in opening the case said the offence was one that did not very often come before a jury, and that for this reason,—it was very seldom that Englishmen or persons who claimed the privilege of British subjects were charged with dastardly and cowardly attempts to attack an individual in the dark, and it was still more rare that Englishmen or persons claiming the privileges of British subjects called in to assist them in such an attempt the assistance of natives of this country. The facts of the case seemed to be that the prosecutor, as he might be called, was a guard on the G. I. P. Railway, had on Sunday the 29th January came to Poona from Bombay with his train and arrived at about eight o'clock in the evening. It was moonlight at the time, and after discharging his duties Harris mounted a small horse on which he was accustomed to ride to his home. After leaving the station he saw a Mahomedan boy who had apparently been waiting for him, because as soon as he saw the prosecutor coming on his horse the boy ran away before him. The prosecutor followed on his horse at a quick pace, and saw him joined by two other persons. After proceeding some way, at a Parsee's house, prosecutor was somewhat surprised and also a little alarmed at this circumstance and, riding up to these persons, asked who they were. They said they were rancosees employed in the Parsee's bungalow, but Harris was not satisfied with this reply, and so galloped on to be out of harm's way. He then heard a sharp whistle, and afterwards came up to two men. Supposing that they were interested in the matter he pulled up his horse, and then one of the men struck him with a stick which knocked off his hat and hurt him on the temple. The other was about to strike him but he warded off the blow with his riding-whip and succeeded in getting away. The road to his house two other men rushed at him, but fortunately for Harris he was on a horse and got away, and immediately went to Captain Daniel, who was in charge of the police, and gave notice of the attempted outrage. Harris could not identify the prisoners as having been present, and the task the jury would have to dispose of would be chiefly whether these men were connected with the affair. The learned counsel then detailed the evidence to show that the man named Sexton had been associated with the other people who attempted the outrage, and that Kyte had been the ringleader. To show that Kyte was the originator of the whole he would tell them of the evidence of Joseph Evans.

Mr. Ferguson objected to his learned friend opening this statement, as Evans's deposition had not been supplied to the prisoners.

The Judge said the man could be called, but that counsel could not open it.

Mr. Farran then said the motive on Kyte's part had been seen in some high words he had with Mrs. Smith, the prosecutor's mother, when Kyte, among other things, accused Harris of having put his wife up to get a divorce. At that time Mrs. Smith became very much alarmed for the safety of her son, and was in the habit of sending men to the station to come home with her son and protect him. She had discontinued that for some time, but on the day in question, and before it, had recommenced her precautions. Two men had been sent to the station that night to accompany Harris home, but unfortunately he did not wait for them but jumped on his horse, and so gave the opportunity for this attack. The case was in rather a piecemeal condition, for the other prisoners, being natives of this country, had been tried at Poona.

Mr. Ferguson submitted that his learned friend should not state that to the jury, as it was only an attempt to influence their minds.

The Judge—I do not know the result.

Mr. Farran—I do not propose to state the result, but am only explaining why these men who are so intimately connected with the case are not before the jury. Mr. Farran then proceeded to say to the jury that however much it was to be regretted that the laws of this country were in such a state, it had been necessary for the magistrate to break up this case by trying the natives and sending the other prisoners to the sessions.

A great number of witnesses were called for the prosecution, their examination lasting until after four o'clock.

Mr. Ferguson then addressed the jury, submitting that in the contradictory evidence before the jury there had been no proof of any connection on the part of the prisoners with the gang who had assaulted Harris. There had been only a suggestion that Kyte was connected with the case, and he suggested that it was as probable that the gang had assaulted Harris for robbery in this case as that they had done so lately on Byculla Flats.

It being now nearly six o'clock and witnesses having to be examined for the defence, the case was adjourned until Thursday.

The jury were allowed to separate, but were cautioned not to speak to any one concerning the case.

The prisoner Kyte was released on his former bail.

THEFT FROM A BOARDING HOUSE.—Charles Blake was placed at the bar charged with theft of watches and money from his master, the keeper of the Prince Albert Boarding house.

Prisoner pleaded guilty, but said he had been fourteen or fifteen years in the country, and had never been guilty of a dishonest act before. He had been drinking heavily at the time, and knew not what he was doing; and had been five or six weeks in jail.

The Judge remarked that drunkenness was no mitigation of the offence and as this was a serious offence, the sentence would be one of fifteen months imprisonment.

THEFT.—A Hindoo named Yessoo Pandoo was sent to prison for a year on a charge of theft to which he had pleaded guilty.

THEFT BY A CHRISTIAN.—Jakin Enas, a native Christian of eighteen years of age, pleaded guilty to a charge of theft and previous conviction.

He was sentenced to go to prison for eighteen months, and to receive twenty-five lashes.

BITING OFF A WIFE'S NOSE.—Kaloo Moga was sent to prison for three years for biting off his own wife's nose.

The Sessions were then adjourned until Thursday.

"TRAVELS IN SOUTHERN INDIA."

WE now resume our notice of the "Travels in Southern India" by Mr. Dinshaw Ardaseer Talleyarkhan, commencing with chapter the ninth. In this section the Parsee traveller dwells in an elaborate manner on the multifarious phases of ancient and modern societies as they appear when mixed up with each other. With an active and very extensive European settlement there exists a vast native populace highly diverse in character, —the Mahomedan population being described as very superstitious. The public offices are said to be the grandest buildings in the country, as regards their out ward appearance; but the author suspects, from a closer examination, that the materials are bad, and that in a short time the stately offices will crumble into pieces.

Madras occupies the next chapter. There is a short essay on the rain-fall—a peculiarity in the Madras Presidency,—and on the scandals connected with the municipality. The eleventh chapter treats of Conjeveram, which, in point of Hindu sacredness, is considered very much on a par with Benares. It is full of pagodas, and the legends respecting the founding of the town are singularly interesting, having been gathered from special information. The Vellore chapter is also interesting on account of its traditions, some of which are full of nonsense, but the author says he gives them as they were told him. One of the most magnificent of its temples has been converted by Government into public offices; and the author represents to Government the propriety of restoring it to the Hindus for spiritual purposes, for which it was irrevocably intended. As the traveller passes from Madras to Pondicherry, he discusses some of the great questions of the day pertaining to cultivators, land taxes, public canals and tanks. The last chapter is wholly about the English and French rule in India. Mr. Dinshaw visited three important French settlements—Pondicherry, Karikal, and Mahi. He gives a brief sketch of the history of these possessions, and their present administration. These he gathered from French officials who were directed by the Governor-General, M. Bontemps, at his request, to afford him as complete information as practicable in respect of their revenues, expenditure, criminal and civil courts, &c., to which the author has done ample justice.

We have given a hasty sketch of the principal chapters of this readable and instructive book. As we said before, the present volume does not contain the whole of the author's travels.

We cannot conclude this notice without giving a short history of the author and his family. He belongs to the ancient family of Talleyarkhan, which literally means a person having a great fortune. One of his ancestors earned this title from an emperor of Delhi in a manner peculiar to himself. The Emperor had a clock, which, being out of order for some time, could not be repaired by any of the watchmakers in Upper India. He wrote to the Nawab of Surat to send him this Parsee, a watchmaker, who had been reputed at that time to be most expert in the art. On his arrival at Delhi, the Parsee succeeded in replacing the clock in the best order, and when the Emperor heard it strike, he conferred on him the title of *Nek Shad Khan*, meaning the author of happy sound. For this service the Parsee was rewarded with numerous presents in cash, dress, and grants of villages. While in the enjoyment of these blessings, a son was born to the Parsee in Surat, who was called by the Emperor, Talleyarkhan, or holder of a great fortune. The family enjoyed these properties for several generations; but owing to domestic dissensions, they were ruined, and the property passed into many hands. The grandfather of the author was for thirty years one of the ministers of the Raja of Coorg. In the time of the new Raja, who was taken prisoner and sent to England, such was the general degeneracy that English interference was called for; but through the intrigues of the Raja's hangers-on, the Parsee minister was cast into prison, as the Raja did not like his wholesome, outspoken advice. With the assistance of the very sentries placed to guard him, the minister, Darasha Cursetjee, effected his escape to the nearest British camp. He was subsequently employed by the British Government to find out how the Raja's military position stood; and the British troops proceeding with Darasha as their guide, succeeded in conquering the country. Owing to his virtuous and generous acts, Darasha left behind him in Southern India a name still remembered by all classes of the people with love and affection. He was rewarded by the British Government with a handsome hereditary pension, which is now enjoyed by a brother of the author, who was adopted by Darasha as his son and heir. His stay in Southern India extended over fifty years; and during that period he contracted the friendship of the then Maharaja of Mysore, who, when he heard of the death at Surat of Darasha, ordered all shops and public offices in his capital to be kept closed for three days. His Highness also went and offered condolence to the heirs of Darasha in Seringapatam. In recognition of his valuable services, the English Government had conceded to him the privilege of cutting sandalwood in an extensive district on very easy terms. Mr. Dinshaw himself possesses all the adventurous and public spirit of his forefathers, and during the twelve years of his public career, he has sufficiently maintained the characteristic of his family. As editor of the *Guzerat Mitra*, he has done immense service to the provinces of Guzerat and Kattywar, in exposing wrong-doing and getting the offenders punished. Though a staunch loyal subject, he never failed in his duty as editor to expose in an independent manner the shortcomings of the British Government, whenever and wherever he found them. Before starting the *Mitra*, he had been secretary to the Surat Municipality, and conducted the duties of the office with great tact and intelligence.

The book is neatly printed at the *Union Press*, and will, we doubt not, command an extensive sale among Guzeratee readers.

THE EDUCATIONAL LAND CESS IN BENGAL.

THOUGH the meeting of Bengal zemindars, held in Calcutta on the 3rd, was in reality numerously attended, the secretary, Baboo Kristo Dass Paul, stated that he had received upwards of a hundred letters (among them one from His Highness the Maharajah of Burdwan), in which the writers excused themselves from attending, but professed themselves in complete accord with the Association as to the iniquity of the proposed land cess. The chairman, Baboo Romanath Tagore, introduced the subject, and then Baboo Degamber Mitter moved the following resolution, which was seconded by Rajah Suttyanund Ghosal, and carried unanimously:—

"That in the deliberate opinion of this meeting the proposed cess on land in Bengal would be a direct breach of the permanent settlement concluded with the people of Bengal by the Marquis of Cornwallis, and ratified by the Imperial Government and Parliament."

Rajah Narendra Krishna then moved that the petition (which has been already printed and circulated) be adopted and presented to both Houses of Parliament, the motion being seconded by Baboo Rajendra Lall Mittra.—*Pioneer.*

THE TRADE OF CHINA.

(*China Overland Trade Report*, March 22.)

A RECENT number of the *Bombay Gazette* contained an interesting article concerning the state of the import trade on that market. If the article in question had been written expressly with respect to markets in China, the case could possibly have not been more clearly stated. The writer commences with a general review of the trade for a few months, pointing out that it has been one of steady loss to importers, and he then proceeds to enquire what is the cause of this unsatisfactory state of affairs. The conclusion arrived at is simple. Two causes are held to have brought about the disaster; first, that a number of men have entered into the trade without sufficient capital to back their operations; and, secondly, that, for reasons which seem to the writer in the *Bombay Gazette* altogether inexplicable, houses of undoubted wealth have entered upon a course of deluging the market with large supplies, and selling without reserve, such as must necessarily render the chance of profit of the smallest possible description.

It is hardly necessary to point out that there are the causes of depression in the markets in China, which for nearly a year have formed the burden of the reports which mail after mail have been sent home. Notwithstanding favourable signs on this side, and an evident desire on the part of the Chinese to purchase freely, the market has been of the most unsatisfactory nature, and it has been barely possible to place goods otherwise than at a loss upon home rates. Nobody who has watched the course of the market can fail to be of opinion that the foreign merchants had themselves chiefly to blame for this circumstance. Moderate supplies with reasonable firmness would undoubtedly have caused the market to spring, in the face of the large demand for grey goods which has been noticeable during the last few months. But the home trade seems to have been seized with only one idea, "ships," and their representatives here have been impressed with another, "sell." Notwithstanding telegrams sent home urging moderation in shipments, goods have come out in unprecedented quantities, and without any consideration of the average or probable requirements in China. Under such circumstances it is only surprising that the markets have not been worse, and the losses heavier. Still it is a matter of regret to see a good trade thus spoilt. It is urged with regard to the state of affairs in Bombay that a great deal of it is attributable to the small amount of capital in the hands of many of the importers, which compelled them to be constantly selling in order to be able to send home funds to meet the bills outstanding on the goods. No doubt this cause has had its effect both in India and here; but it is by no means the only one that has been at work. There is an unfortunate tendency at home to ship goods without any special reference to the requirements or capabilities of the markets. The moment there is a bare chance of one description paying, it is sent off in indefinite quantities and the market completely deluged; and this tendency has been increased rather than diminished by the opening of the Suez Canal. The uncertainty also as to the quantities that might at any given moment be thrown on the market by a fresh steamer arriving via Suez, has added to the unsatisfactory condition of the markets and increased the weakness of tone on the part of foreigners, so that losses have arisen not from any want of purchasing capability on the side of the Chinese, but from an irregular state of the business on the part of foreigners, chiefly at home. The advent of the telegraph from Singapore to China will, it may be hoped, do away with this last cause, by making it possible for advices of shipments to be sent on as soon as a steamer is loaded for China via Suez; but it will be hopeless to look for any great improvement until there is more caution and discrimination on the part of shippers. If it is unfortunately an inherent attribute of trade with this country that it must be overdone on the side of foreigners, the result of the improved means of intercommunication and the establishment of the telegraph is plain. It must throw the whole into the hands of the Chinese. It is not likely that the foreign merchant will go on for ever trading at a loss; and failing his doing so, there will be nothing to prevent the China merchant, who is able to form something like a proper estimate of the requirements of the markets here, sending home his orders to Manchester and London, and receiving the required goods in a couple of months—ample time for him to receive them in many cases, seeing that even now as much as two or three months often elapse between the time of a Chinaman's purchasing and taking delivery. Nothing, in fact, seems more clear than that, except some very important change take place, the whole of the trade in China will fall into Chinese hands, and the foreigner's business be chiefly that of acting as commission agent for his astute native competitors.

THE FEAST TAX.

(*India Prakash.*)

THE Bill No. 3 is the most astonishing performance that a legislature is capable of doing. The proceeds of this tax will be ridiculously small as compared to the vexation which it will create. The Hon'ble Mr. Mangaldas spoke nothing but the truth when he said that "all feasts are not given by those who wish for display and ostentation." On many an occasion a poor man is compelled to give a feast by a sort of social tyranny against his will and to his detriment; and it is certainly improper that Government should set themselves by the side of the tyrant society to oppress the poor people. If any exceptions are to be made to the taxable feasts, as Government have reserved to themselves the power of doing, they ought by all means to make an exception of these. But in the first place, let us boldly say such a bill should never be allowed to pass by the Council. It very directly interferes with the religious and social institutions of the Hindus. Besides, the incidence of this tax can, we think, be very easily eluded. One feast can very easily be split up into different ones; and as among the Hindus a feast is enjoyed as a feast and nothing more, nothing is lost by such a splitting. Though our contemporary of the *Bombay Gazette* remarks that it has much the appearance of having originated from a native, we clearly see that the bill shows complete ignorance of the manners of the Hindus. The Hindus have their own innocent drinking entertainments where sometimes more than a hundred people are present. But as a rule they rarely, if ever, cost more than Rs. 10 or 20, and to charge Rs. 10 for such a feast is simply an enormity. For a night's revel where the costly liquor flows as freely as water, Rs. 10 may be nothing, but that sum frequently forms a very large fraction of the sum necessary to feed a hundred Hindus. Besides, we ask, have the originators and promoters of the bill any, the least distant, idea of what vexation will be caused by the inquiry which Government authorities will have to make in the discharge of their duties? It is well known that the Hindus consider the place, the occasion and the very dress in which they take their meals as especially holy, and few things will be more distracting and irritating to them than the entrance of a Government officer at a place where they have assembled for a feast; and almost every feast where more than fifty persons are present is as likely as not to raise the suspicion that the numbers assembled are more than one hundred. On this presumption the officers of Government will justify no small amount of vexation and oppression. We therefore feel ourselves compelled to set our face strongly against this extraordinary bill, and we hope the select committee will duly weigh all the inconveniences and trouble that this bill will cause; and if they find, as we have no doubt they will, that they are too great, as compared to the ludicrously small revenue that it will bring into the coffers of the Government, we hope they will at once reject it. We reserve making any comments on the vagueness of the provisions of this bill, in the hope that it will never be placed on our fiscal code.

INDIAN ITEMS.

STORMING OF MAGDALA.—The sergeants of the 45th Regiment intend to have a grand ball and supper on the 13th instant to commemorate the anniversary of the storming and capture of Magdala.—*Madras Times.*

GAS IN NATIVE STATES.—If Mr. Hickey has not made his fortune in Calcutta by his scheme for the utilization of sewage, he has a chance of making it in other places. Jeypore is, we hear, to be lighted with gas by Mr. Hickey, and as there are symptoms of an approaching mania for gas in native States, he may, if successful at Jeypore, be an angel of light for many other capitals now sitting in darkness.—*Pioneer.*

HOW CALCUTTA WATERS ITS ROADS.—Mr. Stuart Hogg's new method of watering the roads by means of leather hose, is a vast improvement on the primitive water cart, but it wants one thing to be equal to its Parisian exemplar, and that is "wheels." If at every dozen feet or so, the hose were provided with a pair of small wheels, the pipe could be run along the ground, to any distance required, and so save wear and tear of leather and, what is even more important, more than two-thirds of the sum now paid as wages. Under the present system each hose requires six or seven men to manipulate it. In France the same work is done with wheeled hose by one or at most by two. In these days of economy the wheels are worth trying.—*Englishman*, April 10.

CALCUTTA IN WANT OF AMUSEMENT.—Now that the last of the Simla birds has winged his way northwards, and we are beginning to unbend a little from the stiffness and ceremony of "the season," it may be as well to look about us and see if we cannot console ourselves in the absence of our departed glories by inventing amusements wherewith to make the hot weather pass less slowly and more agreeably. It is not so very long ago that the amateur Musical Society held regular meetings all through the hot weather, and no one, that we are aware of, complained that it was too hot to enjoy the concord of sweet sounds. We have likewise a very distinct idea, that little dances used to be given in the Town Hall by the gay and festive of Calcutta in spite of the thermometer, and the people all danced and looked as if they like it. Why not do something of the same kind now? True the great M. C. has departed, but his mantle has doubtless descended on somebody, who only requires to be told, to at once acknowledge the call and commence operations.—*Englishman*, April 10.

THE ADOPTION OF A NARROW GAUGE FOR INDIAN RAILWAYS.

EXTRACTS FROM THE OFFICIAL PAPERS.

(CONTINUED FROM YESTERDAY'S "GAZETTE.")

Memo. by Major E. C. S. Williams, R.E., regarding (I) the stocking of a railway between Peshawur and Kurrachee for ordinary traffic; and (II) the amount of duty that could be got out of that stock if concentrated on a particular section under an emergency.

Total length of line 1,080 miles, with no gradients to speak of, except on the 170 miles north of Jhelum, on which gradients of 1/30 have been ordered.

I.—I assume that the engines shall be capable of hauling trains of 360 tons, gross load (exclusive of weight of engine) over the greater part of the line, at the rate of 15 miles an hour, including stoppages, and that the average daily performance of an engine shall be 40 miles, or 15,000 miles a year.

Also that each vehicle shall carry an average load of 4 tons; shall have an average gross weight of 9 tons, and perform 50 miles daily.

On the Sindh Railway, the daily tender of goods per mile is about 2¼ tons.

On the Punjab Railway it is about 11-10 tons.

I will assume that on the sections between Mooltan and Kotree, and between Lahore and Peshawur, the tender may be ½ a ton per mile per diem.

I thus arrive at a daily tender of 850 tons over the whole line.

What will be the average mileage of these goods?

On the Sindh line, the average mileage is about three-fourths of its length.

For the Punjab line, the figures are not available.

The average mileage of goods on other Indian railways is—

	Miles.		Total length open Miles.
Madras ... { South-West Line	111·49	} ...	677
{ North-West "	98·45		
Great Southern of India	59·54	...	108
Great Indian Peninsula	250	(about)...	873
Bombay, Baroda and Central India	181·78	...	310
East Indian Railway	370	(about)...	1,353

The lead on the Great Indian Peninsula and East Indian Railways is much the same compared with the respective length of those lines, each of which terminates in a large seaport and is of great length.

The traffic of the Great Southern of India, a short line of 168 miles in length, is about what may be expected on the Indus Valley line, and the average lead upon it is, in proportion to its length, in excess of that on the East Indian or Great Indian Peninsula Railways. The Indus Valley traffic should have a long lead, and I will assume that the average shall be one-third of the entire length, or 360 miles. In making this assumption, I have not omitted to consider, on the one hand, the long lead of all goods from and to Lahore and Kurrachee; or, on the other hand, that the traffic on the section north of Lahore will be chiefly to and from the east of Lahore, and not south of that place.

I should thus have 396,000 ton-miles to be performed daily, which would require about 71 wagons to pass over each mile. Adding for passenger carriages and brake-vans, I will say that we have 100 vehicles of sorts to move daily over the line, which would require 2½ full trains daily both ways.

Thus the train mileage to be performed daily would be 1,080 × 2½ = 2,700, the total number of vehicles would be $\frac{2700 \times 40}{360} = 2{,}160$, to which must be added bal last wagons, &c., (one to every 3 miles), making up the total vehicle stock required to 2,500.

And to work this service we should require 80 engines, including a few spare for maintenance purposes. A stock of 80 engines and 2,500 vehicles will be found, on comparison with lines actually at work, to be exceedingly limited, especially in the matter of engines, and an average load of 4 tons per vehicle is considerably more than has hitherto been attained on Indian railways or indeed on European lines; it is improbable, therefore, that this amount of stock will be said to be over-estimated, and its equivalent must be supplied, whatever the gauge may be.

II.—What duty could be got out of this stock, if concentrated on a particular section of the line, on an emergency?

1. Let us first take the section, about 500 miles in length, between Lahore and Rohree (Sukkur).

In the evidence given before the Royal Commission on Railways in 1866, Mr. Sturrock, the Locomotive Superintendent of the Great Northern Railway, stated that his goods engines were worked 200 miles a day for five days out of six. This gives an average daily performance of 167 miles. Mr. Gooch, of the Great Western Railway, entirely confirmed this from the experience of the working on his line.

These engines of the Great Northern perform about 24,000 miles in the year, so that throughout the year the average performance is not more than 100 to 120 miles daily, omitting one day in six, and Sundays when work is light. They perform for days together, however, the number of miles already stated.

Now an engine spends about one-sixth of its life in the shops, so that we must reduce our stock of 80 engines by one-sixth, or to 67 as available for work. Out of the 67 engines, we can, therefore, obtain on an emergency, 11,189 train miles daily for several days together.

And we could, on the Lahore-Rohree section, maintain a service of 11 trains each way daily, placing a fully equipped force of the several arms of the service numbering 2,750 combatants with a month's rations, daily at Rohree, and within one week from the departure of the first train an aggregate force of upwards of 12,000 combatants besides followers.

Speed of train 15 miles an hour. Duration of journey 34 hours, exclusive of halts

2. Let us next take the section between Lahore and Peshawur, total length 270 miles, of which 100 miles are easy to work over. The remaining 170 miles will have gradients of 1/30 in places, and three engines will be required on this section to do the same duty as one engine on other parts of the line. The capability of the upper portion will rule the capability of the whole section.

Investigating the matter, it will be found that nine trains daily may be run up and down, carrying 2,250 men as before, and placing at Peshawur within one week a force of 11,250 men fully equipped, and with a month's rations.

Speed 10 miles an hour.

3. Let us lastly take the upper portion of the last section, or the 170 miles between Jhelum and Peshawur.

On this portion, if the entire engine-stock be concentrated, we could run (eleven) 11 full trains each way daily, carrying 2,750 men (each train, it will be observed, carries 250 men, including their proportion of horses, guns, followers, stores, &c.)

The running of these 11 trains up and down would involve the fueling and watering of 67 engines daily. Fuel may be kept stacked, but for such a service water must be arranged for from the first.

If, however, it were desired to do more than this, with the aid of engines from other lines, the difficulties of working would be probably found to be without end. I have been dealing with the *special stock* of this line. With *ordinary* stock, it is probable that six engines (instead of three) would be required on this exceptional section to do the work of one engine on other parts; and taking 16 trains daily each way as the maximum capability of the line, it would require for the additional 5 trains, 61 engines in addition to the 67 required for the 11 trains. No arrangements, it may be confidently asserted, would keep such a number (128) of engines going regularly, and limiting the number of running engines to that (98) required, supposing all were of the same class as those peculiar to the line, we should be able to run 2½ trains in addition, or in all 13½ trains. We should require the loan of 31 engines for this portion, and to work up the trains between Lahore and Jhelum, 16 engines besides, or in all 47 engines.

The very fact of these movements going on over the Indus Valley line would involve similar movements over the Ganges lines as far as Lahore, so that such a large number of spare engines might not be obtainable. But, allowing that they were, we find that the capability of the line could be increased 50 per cent. The question may well be asked, whether such a service could be maintained? If it could, a force of nearly 17,000 men could be placed at Peshawur within one week.

It is exceedingly difficult to arrive at an estimate of the capability of a single line of railway. To work it to the greatest advantage, the stations, or passing places, must be at equal intervals, the speed must be uniform, and the more frequent the passing places, the better. Again, the extent of siding accommodation at the passing places determines whether single or double trains can be run, and the watering arrangements are all important. It is of no use having engines if you cannot water them, even if you can fuel them.

Then again, in moving large bodies of men with their guns, horses, stores, &c., the time consumed in loading and despatching trains is considerable, and it may be strongly doubted whether, on a single line of railway, we could ever run more than 16 trains in the 24 hours.

I considered the capacity of a single line in 1866, but not with any satisfactory result.

Mr. Randel, the Consulting Engineer to the East Indian Railway Company, has stated that six trains each way daily might be worked efficiently worked on a single-line railway. If the passing sidings (as it may be assumed) are long enough for a double train, this would give 12 trains each way daily.

Lieutenant Pye has, at my request, investigated the possibilities of the case, and has deduced that, if troops be loaded in with regularity and rapidity, if there be no break-down, if the trains go right through without stopping, except at passing stations, if the speed be 10 miles an hour, and if the passing places be 10 miles apart, 12 double trains may be started within the 24 hours.

The truth is somewhere between these figures of Messrs. Randel and Pye; for those of the former did not contemplate an emergency. On the whole, it can scarcely be considered unreasonable to assume that 8 double or 16 single trains is the largest number that could be got through daily over the ordinary parts of the line.

But the difficulties of such a service north of Jhelum, where each train having to be broken up into *at least* three small trains would require three times the number of engines, would be almost insurmountable. On this section it is impossible that it would be found possible to move more than 10 or 12 trains at the outside; and it has been seen that we have sufficient stock on the line for 9 trains.

The real point for consideration is, whether the exigencies of the case will be met by having the power of placing from 11,000 to 12,000 combatants, fully equipped with rations for a month, guns, horses, stores, followers, &c., either at Rohree, or at Peshawur, within one week from the departure of the first man from Lahore.

Hozier, in his account of the "Seven Weeks War" of 1866, records that "when the Prussians were concentrating their army for the invasion of Saxony, they found that it required 100 trains to move a *corps d'armee* of 30,000 combatants, with all its train and baggage," and that it was rarely possible to despatch more than *twelve* trains a day—so that it required nearly 10 days for the movement of a *corps*. The Austrians during the concentration of their army, despatched *fifteen* trains a day, and at that time they are supposed to have moved with baggage and train complete."

Volume II, page 160.

* 300 combatants to a train.

On our Indian organization, we should not get more than 250 into a train of 360 tons.

It does not appear whether the arrangements which have been made for the movements took place were laid with a double track; but we know that only about one-fourth of the railways throughout Germany are laid with a double track.

Memorandum by His Excellency the Governor General, dated 30th December 1870, on "Papers regarding Railway Gauges in India."

In paragraph 3 of our despatch of the 17th May we said that, if we regarded only the section of railway between Lahore and Peshawur, we should not recommend a break of gauge, because, to maintain the line in full efficiency for military purposes would involve the necessity of keeping a large rolling stock in inactivity.

We recommended the adoption of the narrow gauge from Lahore to Peshawur, mainly on the grounds that it would be possible to construct the whole line from Lahore to Kurrachee on this principle; this would ultimately make available the entire ordinary rolling-stock of 1,100 miles from railway, which we conceive is amply sufficient for any military emergency.

The question, therefore, that we submitted to H. M.'s Government was, whether it would be desirable to break the gauge between Mooltan and Kotree, it being assumed that, if this were decided in the negative, a narrow gauge railway northward from Lahore would not be recommended. After more than six months, the whole question is now returned to us for final decision. The result will be that some considerable delay must take place in the commencement of active work on the Lahore and Jhelum line. This cannot be helped, and it is now our duty to arrive at a decision as rapidly as possible, and forward it to the Secretary of State. We should endeavour then to recommend the construction of such a railway as will be amply sufficient for all the requirements of the country, and be constructed at the lowest possible cost. Our decision in this will definitely fix what the Indian narrow gauge is to be.

The history of our Indian railways does not show that a sudden outburst of traffic can reasonably be expected, and we cannot anticipate that in traversing less fertile and poorer countries than have hitherto been occupied by existing lines, the receipts we shall obtain in the first instance will increase in the same proportion as they occasionally do on American and European lines.

It is impossible to define with any degree of accuracy what the traffic on the new Indian railways is likely to be. The results of the Delhi and Lahore and Mooltan and Lahore lines are not encouraging, and I have no reason to suppose that they will suddenly improve. On the other hand, we must be certain that the railways we are about to construct will amply provide for all military wants and probable commercial requirements for a number of years.

I therefore asked the Council at our last meeting to consider whether we should adhere to our former recommendation that a narrow gauge should be adopted between Lahore and Kurrachee on one side, and Lahore and Peshawur on the other. The Council having come unanimously to the conclusion that we should abide by our former recommendation, renders it unnecessary to discuss that question further. A similar conclusion was also arrived at with regard to the Rajpootana and Central Indian lines.

It remains, therefore, only to consider what should be the dimensions of the narrow gauge line which it will be our duty now to recommend to the Secretary of State.

The great difference of opinion which exists between the high authorities who were consulted by the Secretary of State in this matter, as shown in the accompanying papers, involves us in much difficulty.

In considering unprofessionally such a subject, and in endeavouring to arrive at a sound conclusion at between the two narrow gauges recommended, viz., 3 feet 6 inches and 2 feet 9 inches, we can only be guided by experience and authority. In this view there is no doubt that we should be quite safe in adopting the 3 feet 6 inches gauge, for it has been well and effectively tried, and is found to be sufficient for the conveyance of a large amount of traffic.

It is also a fact worthy of notice that those Governments and authorities who are now desirous of providing cheap narrow gauge railways, namely, Russia, Canada, Queensland and Norway, have all adopted the 3 feet 6 inches gauge. In Norway a railway of that dimension, 120 English miles long, exists, and it is generally admitted that it has proved to be completely suited for the light traffic of that country.

No such experience is available with regard to the 2 feet 9 inches gauge. The only line of any length of such small dimension that I know of, is the Festiniog Railway. This is a short line, 2 feet gauge, with comparatively heavy rails, 49 lbs. per yard; it is worked in a hill country under peculiar circumstances.

Therefore we find the line between 2 feet 6 inches and 2 feet 9 inches gauge, little or no practical experience to guide us. We know very little of the latter, but we know that the former has succeeded.

I have no means of showing very precisely the difference in cost between a 3 feet 6 inches and 2 feet 9 inches gauge.

Mr. Fowler, in paragraph 24 of his letter, puts the difference of cost between a 3 feet 6 inches and a 2 feet 9 inches railway at £82-10 per mile for Scotland, and £45 a mile for Norway; for the Indus Valley he puts it at £45 a mile with iron, and £110 with wooden sleepers; but he says that in consequence of the additional length and cost of sidings which a 2 feet 9 inches gauge would require, the relative cost would scarcely differ.

He further states that, with regard to bridges, the dimensions for the strength and stiffness required would always include the width for a railway of a 3 feet 6 inches gauge.

The weight of the rails would probably be the same. I am not an advocate of very light rails on any Indian railway, and would not recommend a rail proportionably lighter than the 60 lbs. Oudh and Rohilkhund rail, which would be about 44 lbs. for a narrow gauge.

On the whole, therefore, and according to the information at our disposal, I cannot put the difference of cost as between a 3 feet 6 inches and 2 feet 9 inches gauge with wooden sleepers, and say a 40 lbs. rail, at a greater amount than £100 a mile. This, over the distance from Mooltan to Kotree and from Lahore to Peshawur, which is about 1,000 miles, gives a difference of £70,000, a sum which is hardly to be regarded if very superior advantages can be obtained.

I have no reason to suppose that the working expenses of a 3 feet 6 inches or a 2 feet 9 inches railway would differ very materially.

The size of the carriages of the different gauges proposed is a matter of the first importance.

I assume that in most railways, and especially those of narrow gauge, the width of the carriage in the clear may be equal to double the width of the gauge.

'2. The hospitals are established by the missions, and the foreign physicians pass examinations before they are permitted to practise. They are intimately versed in anatomy, and their treatment of wounds and ulcers is marvellously skilful. There are only one or two in a [illegible] who are not very well acquainted with the lesser [illegible] become nervous when operating, and send to other [illegible]oners for advice and assistance.

'Dealing with outward diseases they are very fond of [illegible]he knife and lancet. They first stupefy the patient [illegible]medicine, so that he cannot feel pain, and then per[illegible]perations with the knife and saw. If, however, they [illegible]first paid some attention to the various constitutions of their patients, they would not meet with so many mishaps as they now do. Stupefying medicine lowers the animal spirits, while the use of the knife causes a loss of blood, and the combined shock sometimes kills a patient already much enfeebled by disease. I have known four or five cases where death has resulted from amputation of the thigh or operation for goitre.

'They usually treat internal complaints with opening medicines and emetics; but, in my opinion, too strong doses are given. Where, however, they most signally fail is in cases of low fever and the convulsions of children, when they lose very many of their patients. This is the result of the diet they order being unsuited to the nature of the disease.

'What, however, our countrymen take the gravest exception to is the immodest employment of male practitioners in midwifery cases. They are not at all aware that [illegible] the immediate result of the high esteem in which [illegible]r waists are held [among Europeans], and the conse[illegible]ight bandaging—a custom which, like the tying up [illegible]feet of our own countrywomen, has come down from [illegible]mes of remote antiquity.

'The scandals which were afloat some time back in this city of Yongchow and other places, though highly exaggerated, took their origin in well-known facts. Foreign physicians are ever hunting after and gaining possession of the dead bodies of young children for the purpose of finding out the causes of their deaths by dissection. Some years ago a boat was upset in one of our rivers, and a foreign doctor, seeing the dead bodies floating past, had them dragged ashore and taken to his house. The relatives of the deceased having traced their bodies, the doctor was ordered, at the instance of our mandarins, to hand them over, when on removing the wrappers with which the bodies were enveloped, they found, to their inexpressible horror, that vast apertures had been made in their heads and breasts!

'The few Chinese who were acquainted with foreign usages knew that this was merely a case of dissection performed for the sake of learning only; but even they were exceedingly shocked, for, as they naturally said, "What fearful crimes can these dead have committed that they should thus be cut to pieces, a punishment more barbarous than our extreme penalty of death by laceration?"

'On the other hand, the great great bulk of our population, who, of course, are totally ignorant of foreigners and their customs, believe that they extract the hearts, brains, livers, and eyes from dead bodies to mix with their medicines, and angrily circulate tales to the effect that they kidnap children by means of stupefactent medicines, throwing what is left of their bodies into the surgery buckets, where they are dissolved or otherwise made away with. These suspicions cannot be explained away, and thence result much resentment and ill-feeling.

'3. Foreign merchants coming to this country for the express purpose of selling their own products and purchasing ours, it would appear at first sight that we reaped a great benefit by obtaining foreign goods cheaply and selling our own at a fair rate. Unfortunately, however, these woollen and cotton cloths have quite driven our staple silk and cotton fabrics out of the markets. Now, our countrymen indulge in very severe comments on the conduct of foreign merchants in disseminating poison over the empire in the shape of opium; but instead of cutting off the spring, they only think of damming up the stream: for after all it is quite as much our fault in smoking as theirs in selling the opium. Besides, there is so great a quantity grown in our country now, that there would still be an adequate supply in case it were no longer imported from abroad. In all these matters the sole aim of the foreigners is to acquire money. They build bridges and make roads, not from public-spirited motives, but to gain by the levied tolls, and that is the reason why they are so anxious to open gold, silver, coal mines, &c.

'With regard to transportation of foreign goods into the interior, not one venture in a thousand is really despatched by foreign merchants, but they obtain transit certificates from the foreign custom-houses to enable the Chinese purchasers to evade the local dues and imposts. The most extraordinary circumstance of all, however, is that foreign merchants are simple enough to war against their own interests by furnishing Chinese dealers with transit passes for goods purchased by Chinese from Canton, and even Ningpo native dealers, thereby enabling them to fly the British flag and evade all inland dues, while the foreign custom-houses prudently resolve to take no notice of such acts, as they derive the benefit of additional transit dues.

'Again, natives of Ningpo and Canton, who are either friends of or are themselves compradores in foreign houses, establish business premises of their own in back streets, where they display large sign-boards, with the style of "Messrs. So and So's Eastern or Western Warehouse," while all their bills and drafts run in their own trading name or designation. Not requiring much capital, and having no expensive establishments to keep up, these men sell their goods at a much lower rate, and, in fact, nearly drive their foreign masters out of the market, who, like simpletons, get them out of their difficulties with regard to transit certificates, as well as any troubles with the mandarins. Thus these Chinese owners of pseudo-foreign warehouses evade all local dues, at the same time taking away business from the foreign merchants and causing a perfect stagnation in their trade.

'Tea and silk are the staple exports from this country. When the samples arrive from the interior a fierce competition commences amongst the foreigners, and the prices gradually increase. The teas are sold by sample, after inspection of which the buyer ships off his tea without taking the trouble to examine the bulk, so that he does not know, until it has crossed the ocean, whether it has been injured or is of inferior quality. There have been flagrant cases in which teas have been wetted during the transit from the mountains, and then have been re-dried, mixed with good tea, and sold to the very great loss of the foreign purchasers, who fall into the toils so craftily spread for them by certain of our native tea-dealers.

'Again, foreign merchants are unable to combine for any object. Some years ago, at a southern port, they agreed at a public meeting to receive specie only in payment for their goods instead of promissory notes, as had been the custom formerly. During the ten days next following no business whatever was done, and none could imagine in what manner the buyers obtained their usual supply of foreign goods when to their utter astonishment it was discovered that one of their number had transported his goods to a warehouse in a back street of the city, where they were privily sold by his compradore; thus alike forfeiting his own self-respect, and breaking faith with his fellow-merchants.

'In our country, when goods are sold inferior in quality to the samples, instead of the buyers being called upon to take delivery, the sellers are heavily fined. Now, when foreigners sell goods inferior to sample, they ought to consider themselves very liberally dealt with in not being subjected to fines. Instead of this, they not only force the native dealers to take delivery of the goods, but make them pay interest after they have done so, on the ground of delay and consequent loss of capital. It does not seem to occur to them that so long as the money is not paid or the goods delivered, no injury is done to either party, and there is no reason why the vendor should not look out for another purchaser. Instead of doing so, however, they petition the consul to write to the local authorities to force the native traders to take delivery of goods inferior in quality to the samples from which they purchased.

'On the other hand, when foreigners buy goods from Chinese merchants, in case they do not come up to the samples they not only decline to take delivery, but levy a fine or forfeit in addition. Still worse than this, it often happens that though the goods plainly tally with the samples, foreign merchants make all sorts of objections, and insist upon a difference of quality in the hope of making the seller abate his price. This he is naturally very unwilling to do; but viewing the impediments in the way of selling the particular venture again, as also the expense of porterage backwards and forwards, he is often constrained to escape from his difficulties by parting with his goods at a lower rate. Now this kind of thing is practised by one or two foreign merchants out of every ten.

'Formerly both Chinese and foreign merchants made large fortunes, but now they alike lose money, six or seven out of every ten establishments having closed since the opening of the new ports in 1860. After the foreigners lost their capital they tried to refill their purses by all sorts of chicanery, but they found to their cost that they were only converting light into heavy liabilities. They entertain slight apprehensions on that score, however, bankrupts being very tenderly dealt with by foreign laws. Consequently when a foreigner's affairs are in an embarrassed state he exports all the merchandise he can lay his hands upon across the ocean, when, if the speculations turn out well, the Chinese seller obtains payment. Should, on the other hand, the venture turn out badly, the foreigner becomes bankrupt and the Chinaman obtains no assets. This is gross unfairness, and seems based on the principle of taking the profit ourselves and letting others bear the loss.

'Still worse than this the Cantonese compradores take advantage of their masters' ignorance of our language to cheat the native dealers on every conceivable opportunity, while the latter have no means of exposing or complaining of their conduct to the foreigners. They can only quietly repine, but these grievances grow in magnitude in direct proportion with the lapse of time. With regard to the Chinese native trade, it is gradually and painfully falling off: at the open ports business certainly improves, but in the interior it is in a deplorable condition.

In the transaction of business, drafts are payable on presentation, whilst bills must first be accepted. After acceptation, however, it is contrary to common sense, in short, sheer robbery, not to pay them. Now the foreign merchants ought to combine to put a stop to such practices, instead of losing their good name by implication.

(TO BE CONTINUED.)

MARAVILLA COCOA.—No breakfast table is complete without this delicious beverage.—The "Globe" says—"Various importers and manufacturers have attempted to attain a reputation for their prepared Cocoas, but we doubt whether any thorough success had been achieved until Messrs. Tayl r Brothers discovered the extraordinary qualities of 'Maravilla' Cocoa. Adapting their perfect system of preparation to this finest of all species of the Theobroma, they have produced an article which supersedes every other Cocoa in the market. Entire solubility, a delicate aroma, and a rare concentration of the purest elements of nutrition, distinguish the Maravilla Cocoa above all others. For homœopathe and invalids we could not recommend a more agreeable or valuable beverage." Sold in packets only by all Grocers, of whom also may be had Taylor Brothers' Original Monmouthshire Cocoa, and Soluble Chocolate. Steam Mills—Brick Lane, London. Export Chicory Mills, Bruges, Belgium.

MY HEALTH.

(*Punch.*)

ON collecting the advice of my friends on this subject, I find it convenient to classify their opinions thus—

1. To walk like old boots every day for three hours.—Sympson's *Opinion*.

2. That I ought to do gymnastics every morning for an hour, and go in for a turn with the gloves for two hours before dinner.—Muggeridge's *Opinion*.

Mem.—Notion of the gloves not bad, if I could find a professor who would bind himself solemnly not to hit me on the nose. Somebody in great suffering once exclaimed, "All this to crush a worm!" When one feels the sort of muscular buffer coming with a deadened blow on what the P. R. terms the "smeller," so that you feel that organ suddenly spread (as it were) over your face, and your eyes watering violently, then one feels inclined to adopt the above, and cry, "All this to smash a nose!"

2*nd Mem. on this subject*.—The punishment of the nose because the hands are fighting, is a specimen of unevenhanded justice where the innocent suffers for the guilty.

3. To go in for the Cold Water Cure.—Viddle's *Idea*.

4. To get change of scene. Run about everywhere.—Fluter's *Idea* (accompanied by a practical suggestion to the effect that, if I'll pay half his expenses, he'll travel with me anywhere.)

Mem.—Fluter's not a bad fellow; and if no one else will go, *Query*, is he worth it? What's the proverb say? "Better to be alone than to pay half of another fellow's travelling expenses," or something to that effect.

5. Go and stay with Gilver in the North. He'll be delighted to see you.—Richard's *Opinion*.

Richard is a cousin of mine, and he thought I was going to propose coming to stop with *him*.

Various Opinions (all unprofessional).—Go in for diet—Cut off lunch.—Get up early.—Go to bed early.—Get up late.—Take hot baths only.—Take nothing but cold water.—Take a shower-bath before dinner.—Never take a shower-bath by any chance.—Walk *before* breakfast.—Never walk before breakfast, but immediately after.—Get the morning air.—Morning air worst thing for me: death in fact.—Never go out until 2 P.M.—Hunt.—On no account venture to hunt.—Take medicine every other day.—Rashest thing for me to take any medicine: play Old Gooseberry with me.—Live high—Live low—Walk—Lie down—Run—Jump—Shoot—Box—Drive—Sing—Dance—Eat vegetables.—Never touch any green meat.—Take no pastry.—Take anything.—Never touch tea or coffee.—Never touch coffee: take tea.—Never touch either.—Take weak tea last thing at night.—Never at night, but first thing in the morning, &c., &c., &c.

I sit in and consider the matter. I go out and consider the matter. I am restless. I can't work. I feel depressed. Coming events begin to cast their shadows *before* me, and on reflexion, I feel sure that I am getting fat.

What's-his-name's awful words haunt me—"running to fat," just as weeds of slavheries *spread out* (awful simile!) and run to seed. It won't bear thinking of.

I've a headache. It suddenly comes on at the coroner of Sackville Street, where my friend Mulfer lives. Mulfer? Odd it never occurred to me till this moment that Mulfer is *the* rising young Practitioner of the day. I'll consult Mulfer. He'll advise me as a friend and as a medical man; or, seeing that I know beforehand his advice will be gratis the characters will be amalgamated, and he'll be my Medical Friend.

I tell him (he's delighted to see me in his little back study with a case of the brightest surgical instruments on the table, a picture of Professor Somebody on the wall, and a bookcase full of professional literature) that I have *not* called in professionally (this will remove all delicacy on his part and mine about a fee, and reduce the affair to a mere friendly visit), but just to see him, and ask him how he is.

Mem.—Not a bad idea for getting an opinion from a doctor. Call in and ask him how he is. Hint for conversation with doctor:—

Friend—How d'ye do? How are you?

Doctor—Ah! How d'ye do? How are you?

Friend (seizes the opportunity for a "full and particular," and details all his symptoms)—How am I? Ah, that's it, &c. (Here follow the complaints.)

I tell him how I *am*. I tell him how I *have* been. I tell him how my headache has just come on, taking me at the side of the nose, going up to the top of my head, round behind my ear, and down again to my jaw, until it seems to turn into a toothache.

I tell him that I am getting fat. I tell him that I feel generally speaking "any how."

"You want a regular change," says Mulfer. "Go away for six months at least."

After expressing this opinion, he looks at his watch, says he's rather pressed for time, will I excuse him? rings a bell, then there's a knock at the front door, then his mysterious man enters to ask, "if he shall show Lord Aubr—"

Mulfer stops him in the middle of his indiscretion, and tells him, "Up-stairs."

"And Lady Court—" (his mysterious man begins again.)

Once more Mulfer (who, I see, attends the aristocracy) stops him quickly, and tells him, "back room," then looks at me, as much as to say, "You see how busy I am."

I *do* see how busy he is. I thank him very much, promise to "let him see me again soon." He replies, "Do," but not heartily, and I show myself out into the dark passage, and into the arms of the mysterious servitor, who lets me open the front door for myself (I'm evidently not worth half-a-crowns for future interviews, and he sees it with a practised eye), while he ushers a lady out of the front room into the sanctum.

There are coroneted carriages about the door. Mulfer is getting on, and I've been taking up his time.

Mem. (in pocket-book). To ask Mulfer to dinner when I come back. At present, to take his advice, and go away, for change. Where?

I am melancholy. As I think of going away, for change, I am depressed.

I will go and call on my Aunt. It's an odd thing that whenever I'm depressed I always feel I should like to go and call on my Aunt Henry (Henrietta is her full name), and I generally do.

The ideas of calling on my Aunt when miserable, originated (I can distinctly trace it) in an ancient and laudable custom of my boyhood. The occasions of greatest depression to me when a boy were undoubtedly the days of my return to school, and these became to me "times of refreshening," as a lawyer might say, because I went the round of my relations in London, and made a collection to defray the expenses, or, as it were, encourage the performance, of my going back to school. I knew as well as a street musician or a country tramp the houses that were good for anything, and also could reckon beforehand, to a shilling, how much they were good for.

My Aunt was uniformly one sovereign. I visited her, beaming, at half-past eleven, a.m. Commencing my tour with her, we were delighted to see each other, she made inquiries about my progress at school, and fetched her purse out of her workbox, I, meantime, delicately pretending not to know what was going on. Then, after stopping there a quarter of an hour, I rose to leave, and she pressed a sovereign into my hand, for which I used to thank her heartily and blushingly, and giving her a kiss (as a sort of set-off), bade her good-bye.

Thus it happens that, whenever I'm in as low spirits as I used to be on going-back days, I always instinctively turn towards my Aunt.

My Aunt Henry (or Henrietta) is of sad temperament, and dresses (for no particular reason) something like a Lady Abbess, or, to give a better idea of her costume, as a Lady Abbess might be if she had a brougham, and was going out shopping in Regent Street.

"Well, my dear," she says, after hearing my statement of suffering, "I should say that quiet and repose would do all you want for you."

I assent.

"With, of course, a thorough change of scenery."

I assent again. I fancy she contemplates making me a handsome present (nothing like reviving good old customs), and paying my expenses for a continental trip.

"Change of scene," she continues, meditatively, "and change of people."

Certainly; quite my views on the subject.

"You should have no anxiety or trouble for some time, for instance," she goes on, myself assenting to every particular; "and so, I think——" (she's adding up what she's going to "come down with") "if you were to come down——" (ahem! the coming down I'd expected from *her*) "with me to Ramsgate, you could"—in a burst of generosity—"stay there for a fortnight or three weeks."

I am very much obliged. I accept. Ramsgate is near Dover, Dover to Ostend, and so forth. A little diplomacy will manage it. Diplomacy says, "Cultivate your Aunt." I will.

We go to-morrow. The party consists of my Aunt, her maid (a nice young girl of about fifty-three), a small King Charles (retained on the establishment for past services), and a melancholy turtle-dove in a wicker-cage. Our united ages amount to——but no matter; I foresee quiet, rest, and irresponsibility.

On looking over my *Means* I find that I had set down, "Call on Minsley about certain commissions in town." As I shan't have any time to see him to-morrow, it occurs to me, after finishing my packing, that I'll look him up (10-30 P.M.) to-night. Minsley has something to do with looking up old records in a State Paper Office, and is generally considered a rising young man of strict business habits.

I find Minsley at his club. He has dined late with a friend, and they are the only persons in the large dining-room. I am announced, and shown in. I don't know the friend. They have two decanters on the table, one nearly empty, the other half full, and some legal looking papers are lying between them.

Minsley and friend have either had quite as much as is good for them, or have been both fast asleep.

Both attempt to be excessively polite. The friend smiles and bows, and evidently would rise if he could only move his chair away from the table.

Minsley says, "Aha!" and looks at me as if trying to see me through a mist.

I am introduced to his friend (who tries to rise again, and is puzzled by his chair), whose name seems to be, as pronounced by Minsley, Mr. Wednesday.

He says, "Let me in'duce Mis' Wens'day," and omits my name entirely. Mr. Wensday smiles blandly, and in waving his hand (intending, I fancy, to motion me with the utmost politeness to a seat), upsets a wine-glass. At this they both laugh, though Wensday appears to be a little discomfited, and mutters something about "'ts not being worth mentioning." I seat myself, and am about to address Minsley, when I notice that he is suddenly dozing, while Wensday is still bowing to me, and smiling.

I observe to Minsley that if he's too sleepy to attend to business now, I'll write to him, as I shan't have time to call before leaving town.

He wakes up at the mention of business, and replies, "Certainly. I can 'tend. Go on." Then, by a sudden inspiration, "Take something." Whereupon Wensday, who is helping himself to claret (and pouring some on the law papers), "begs pardon, and hopes I'll join"—with which he knocks over his wine-glass, and looking angrily round, as if some one had jogged his elbow, says, "Wai'r, wine-glass to this gen'man." Then he smiles upon me as before.

Whatever Minsley is, there is no doubt about it Wensday's very far gone.

I found out afterwards that his name is Middleborough, but that before I came in they'd been discussing something important to be done on Wednesday, and Minsley (so he says) had somehow got the word on his lips, and really was quite unaware he'd made the mistake.

Mem.—This explanation comes to me by post, days after.

I mention why I am forced to go away. My health. Wensday says, "By all means; in a pumper," and is calling for another bottle of claret when I manage to make him understand that I am not proposing a toast. More smiles from Wensday. While this passage is occurring between us, Minsley goes beyond a doze, and fairly snores.

As it is improbable I shall get him to attend to any business (and mine being important and pecuniary, requires a clear head), I rise to go.

I leave Wensday—quite unable to get away from his chair, but polite to the last—smiling, bowing, and saying something indistinctly, "Bett'r stop—f'ish it"—(he means "finish it," if being the bottle)—and Minsley fast asleep, with his chin hiding his white tie.

Mem.—Not a good time to call on Minsley as a man of business. Wonder what those law papers were about that they'd got on the table between them? Wonder when they got home, and how?

VICTOR HUGO'S SPEECH ON THE TERMS OF PEACE.

M. VICTOR HUGO'S appearance in the tribune (of the National Assembly at Bordeaux on March 1) after an absence from France of twenty years, was the signal for profound silence. He looked in robust health, and his face, framed in a short thick iron grey beard, is handsomer than when it was close shaved in 1850. He was at first inaudible, and cries of "louder," "louder," were frequent. But as he went on, his voice swelled, and but for interruptions produced by parts of his speech, would have been very well heard throughout. His action was not always graceful, for he began with his left hand in his pocket, and sometimes put both hands in his pockets, but as he warmed with his work, it was impossible not to recognize a man of transcendent genius, however open to question, rugged and eccentric, many of his positions may be deemed. Appended is an interesting historical document on a great occasion, a full translation of his speech. He said—

"The Empire committed two parricides—the murder of the Republic in 1851, and that of France in 1871. For nineteen years we were compelled to listen (though not in silence) to the official and public eulogy of the hideous dynasty which has fallen, but we could hardly have expected that in this sad hour a voice should be found to stammer out a defence of the Empire in the face of assassinated France. I will not prolong this incident, and confine myself to remarking the overwhelming unanimity with which this National Assembly has voted the deposition of the dynasty. Paris at this moment is at the mercy of Prussian cannon; the question is yet open, and Paris is waiting for your answer, and we the representatives of Paris, who have lived her life for five months, are here to tell you her desires. Paris during her five months' fighting has astonished the world. In five months of the Republic she has gained more honour than she lost during nineteen years of the Empire. These five months of Republicanism were five months of heroism. A single town held in check the whole armies of Germany; 300,000 fathers of families became improvised soldiers, they made cannons, dug mines, multiplied fortresses, and mounted guard on the ramparts. The courage of the Parisians was only equalled by their sufferings. It were needless to recapitulate them. They will be recorded by history. No wood, no coal, no gas, and at last almost no bread, the Seine covered with ice-bergs, 15 degrees of cold, typhus fever, various epidemics, Mitraille and bombardment—such was Paris nailed to her cross. History affords no parellel to the heroism of this city. She was Majestic as Rome, heroic as Sparta, and at the end of all, the Prussians who have polluted her streets by their presence, cannot say that they took Paris. She yielded only to famine. Well, Paris after all these trials, has commissioned us, her representatives, to declare that she does not consent to the dismemberment of the country. Paris accepts mutilation for herself, but not for France. She is resigned to misfortune, not to dishonour. It is on behalf of Europe as well as of France that we protest. We have a double mission to fulfil—to raise up France and warn Europe. The question is whether Europe is once more to become feudal, and whether we are to be relegated from a theocratical to a military regime. For, in this fatal year of Council and Carnage—[Tremendous uproar on the benches of the legitimist and clerical party, which resented the attack on the Œcumenical Council. At this moment the Pope's nuncio, Monsignor Chigi, who was in the diplomatic box, rose and left the house]—if the violent work to which the name of "treaty" is now given shall be consummated, there is an end to the peace of Europe. There will be in Europe two nations, both formidable, the one because she is victorious, and the other because she is vanquished; of these two nations, the first will have empire and servitude, a brutal soldiery, and a parliamentary Government tempered by the incarceration of opposition speakers. [Laughter and applause.] This nation will have an empire based at once upon military force and divine light, and will be governed by a Byzantine Cæsar with a sword for a sceptre, keeping thought, speech, and writing, muzzled and fettered, ruling in a realm of darkness. The other nation, the conquered one, will have light, liberty, and the republic. She will have not divine, but human, right, a free tribune, a free press, free speech, a free conscience, and a high soul. She will have, and will keep, the initiative of progress, and her clients will be the oppressed of all nations. And, while the victorious nation will be bowed down by the weight of her heavy helmet, the conquered nation will wear on her brow the crown of a Sovereign people. Of these two nations which is to be pitied? Both. Let Germany rejoice as she will at the gain of two provinces and the loss of her liberty; we pity her for being now but an empire, whereas she was once a people. Yes, Germany has two new provinces. But stop a minute, all is not yet settled. To take is not to possess. Possession supposes consent. Did Turkey possess Athens? Did Austria possess Venice? Does Russia possess Warsaw? Spain, Cuba? Or England, Gibraltar? In fact, Yes; but of right, No. Conquest is rapine and nothing else, Lorraine and Alsace are French in their hearts, and will remain French in spite of all. There are in Strasbourg—that glorious city, mutilated by Prussian bombs—two statues, those of Gutemberg and Kleber. We all hear a voice whispering to our consciences and commanding us to swear to Gutemberg not to let civilization perish; and to Kleber, that we will preserve the republic. (Enthusiastic applause on the left.) We are told that we only suffer the consequences of our own fault, and that Prussia has a right to annex Alsace and Lorraine. I deny it. Force does not constitute right. Is it possible to conceive the present and the future suppressed by the past? France will be found a red hot iron which any foreign hand that seizes must drop. However great the cowardice of Europe during this wicked war, and this accursed peace, France will not perish. I will not vote for the peace, because, above all things, the honour of the country should be saved, and because a shameful peace is terrible. Its only possible merit, in my eyes, is substitute hatred for warhatred, not against peoples, but kings. Let kings reap what they have sown. Dismember peoples, and you arouse universal indignation. All that France loses the revolution will gain. Oh! the hour will come when we shall all feel that we can take our revenge. Henceforth, France will only have one thought, to train up her children in holy hatred, make cannons discipline the whole people as an army to fortify and regenerate herself, and become again the France of '92, the France of the idea and the sword. And one day she will arise invincible, and not only retake Lorraine and Alsace, but unite to them Treves, Mayenne, Cologne, and Coblentz. (Great interruption. Several republican members disclaimed any idea of conquest.) You interrupt me too hastily, I had not finished my sentence. I meant to say that France would absorb the whole left bank of the Rhine, not as an enemy of Germany, but as her sister; that she would take a vengeance of fraternity, and say to Germany, let us form a confederation of the United States of Europe, and proclaim universal peace. We can well shake hands, for we have rendered each other mutual services. You relieved me of my Emperor, and now I have helped you to get rid of yours. [Long continued applause on the republican benches.] Louis Blanc, who, like Victor Hugo, has the satisfaction of thinking that he never took the oath to the Emperor, and never would come to France as long as he lasted, delivered, in a fine clear voice, and in elegant diction, a speech which was respectfully listened to throughout. He said, whatever may be the divergence of our political opinions, it is impossible that we should not be all agreed when France is in question. Which of us does not passionately desire to see an end to the calamities of the country, and would not sanction a durable, that is to say, a just peace, for nothing here below is durable but justice? I am speaking in the face of France and the world, and desire it to be well understood that if our country is crushed, she deserves in her misfortunes the sympathy of all equitable and generous souls. M. de Bismarck, in many of his circulars, seeks to justify the hard conditions which he would impose upon us by affirming that all France associated herself with the attack upon Germany. But he did not say this at the beginning of the war. I have before me an official document from which I now read, showing that, on July 18th, M. de Bismarck affirmed that the majority of the Corps Legislatif were in reality for peace; the King, in his speech the next day, said that the men who governed France had, by their conduct, cunningly calculated to deceive the nation, excited the passions and self-love of a great people, and the Reichstag, in its address to the throne, spoke of a fraction "of the French people led astray by ambition and jealousy." Therefore, at the beginning of the war, the King of Prussia, his prime minister, and the assembly, all concurred in admitting that France, as a whole, did not want the war, and this was most true. War was desired neither by the peasants, who, in voting the plebiscite, fancied they were voting for order and peace, nor by the bourgeoisie, who well knew that war meant ruin to trade and manufactures, nor by the operatives, whose energetic protests you all remember, nor by the independent press, which declared that the sole object of this war was to cement with blood the edifice of the Napoleonic dynasty, and to give to the heir to the throne, that little ravager of a province, what the Courtiers called a "Baptism of Glory." I, at that moment, wrote articles adjuring the country not to deliver up its children to the Minotaur of Cæsarism. There is in the secret papers of the Tuileries, a document which completely rettles the question. I mean the reports of the prefects who certified that public feeling was against war. It results, therefore, that while the nation was opposed to the war, the Imperial Government contrived to create an artificial agitation responding to those personal interests and passions which King William denounced. But I do not deny the responsibility of France. She was guilty in cowardly submitting to the domination of a single man, and placing in his hands power to set fire to the four corners of the world. It is quite just that France should pay the penalty of her crime and folly. And if, after the capitulation of Sedan, and the fall of the miserable Emperor, Prussia had asked for the full costs of the war, she would have had full right on her side. But the King of Prussia insisted upon mutilating France. He heaped upon the heads of the French people all the horrors of war, while he treated the criminal author of the conflict with royal consideration. And then our war, which was at first aggressive, became defensive, and, therefore, legitimate. Justice changed her camp; at first she was with Germany, but afterwards with France. I desire to invoke the attention of Europe to these facts without—God forbid—expecting the salvation of my country from the compassion of the foreigner. But posterity will never believe that in the high spheres, wherein the destinies of peoples are decided, the horror and ruin of the last few months excited no other sentiment than that of a sensational drama. And history will ask with astonishment what Europe was doing during this siege of Paris, more monstrous than that of Rome by Alaric and of Constantinople by Mahomed II. But this indifference cannot in the nature of things be enduring. The very enormity of Prussian pretensions must inevitably give uneasiness to Russia when she thinks of the Baltic, to Austria who remembers Sadowa, and to England who must feel that the power which took Kiel to govern the Baltic has designs upon Trieste to command the Adriatic. It is impossible that the brutal invasion of Denmark should not teach Holland, Belgium, and Switzerland what dangers they have to apprehend from Pangermanism. And when we think how much the balance of power in Europe has hitherto been talked of by Chancories, and how in the beginning of the century this principle was invoked by England, against French ambition, it is impossible to believe that the intervention which Europe judged necessary against a French Cæsar she will deem needless against a German one. I will never, never, (and these words he pronounced with an impassioned emphasis which produced a round of applause) put my hand to transfer as of a flock of sheep of two millions of people who are unwilling to be separated from us. Our party abominates war for war's sake, and holds no war legitimate but a defensive one. We hate standing armies as being an excrable lever of despotism, and hold that glory is for the most part a snare set for liberty. But the peace now offered us is more fatal than war, for it adds dishonour to ruin. He was not competent to speak on military matters, but he could not yet believe that France, only a third of whose territory was occupied, was unable to defend herself. The enemy was well nigh exhausted and anxious to get home. He believed that as in the time of Joan of Arc and of the convention when all the world thought France irrevocably fallen, she had recuperative power to arise. In conclusion he said—"Let us declare to Europe that to strip Frenchmen of their nationality, is beyond our right and power *non-possumus*. If Prussia insists on this, and Europe connives at it, Europe will have proclaimed her own deposition and Prussia will be accursed for having forced us to a war to the knife in which we shall have on our side with all the force of despair, the strength resulting from the consciousness of right, patriotism, and the sympathies of the world. [Great applause on the left.]

LIST OF VESSELS SAILED FOR BOMBAY.

FROM LIVERPOOL.

782	Niobe	
1280	Louisa Fletcher, Luckes	Nov. 5
1456	Algonquin, Jones	Nov. 24
1324	Juventa, Holmes	Nov. 26
1037	Sir C. Napier, Mosey—E. Bates & Co.	Dec. 24
1340	Royal Adelaide, Jeffery—E. Bates & Co.	Nov. 26
869	Lalla Rookh	
1088	St. Fillans, Nelson	Nov. 21
1089	T. E. Lemon, Rainey	
1265	British India, Lepan	Dec. 20
1355	Sir Mandeville, Mathias	
1052	Compta, Logan	Dec. 20
1319	Cavour, Murphy	Dec. 9
1243	Mary Steuhouse, Hedgcock	
996	Brannstone, Owens	Dec. 28
599	Index, Kerr	Dec. 12
1704	Persia, Hargrove	Dec. 3
1458	Royal George, Hogg	
1329	Princess Alexandra, Rowe	Jan. 7
1171	Conflict, Deas	Jan. 7
1156	Cherooke	Jan. 7
1125	Wolfville	Jan. 7
1243	Quorn	Jan. 7
895	Childers	Jan. 7
1366	Sieswig Bride, Hanssen	Jan. 7
1431	Charles Ball, Chapman	

VIA SUEZ CANAL.

881	Bredalbane (s)	
1699	Lorne (s)	
1884	Emblehope (s)	

FROM LONDON.

1145	Zenobia, Hutchings—Sir C. Forbes & Co.	
1292	Prince Oscar	
1174	Millwall, Scale	
267	British Consul	
1465	Lord Canning, M'Diarmed	Dec. 15
1778	Flying Venus, Synington	Dec. 1
1416	Haddon Hall, Faithful	Jan. 7
1435	Lord Canning, Benkey	Jan. 9

FROM LONDON VIA SUEZ CANAL.

851	Eldon (s)	
1138	Stowell (s)	
1284	Otterburn (s)	

FROM NEWPORT.

385	Jourdain, Arnandean	Nov. 9
1100	Seaforth, Woodward	Oct. 29
1197	Enterpe, Cosens	
1094	Rinaldo	Dec. 1

FROM CALCUTTA.

930	Hindoostan	
800	Regina	
1125	Munsoorie	
660	Formosa	
1393	Benares	
919	Alabama	

FROM CLYDE.

1489	Stornoway—Finlay, Muir & Co.	Sept. 30
893	City of Pekin, Hunter	Nov. 18
1011	City of Berlin, Muir	Dec. 2
1094	Daniel Rankin	
813	City of Dublin	
	Isabella Kerr	

FROM CLYDE VIA SUEZ CANAL.

1600	City of Poonah (s), Smith	Nov. 25

FROM CARDIFF.

583	Invidia, Avelline	
1090	British Sceptre	Nov.

FROM NEWCASTLE.

757	Berlin, Small	
600	Niard	
779	Johanna	
1193	Elizabeth Fry	
494	Kingdom O'Fife	
948	Marian Moor	
1127	Mic Mac	
1066	Sandborough	

FROM NEWCASTLE N. S. W.

915	Calders, Maxted	Jan. 1

FROM SUNDERLAND.

	Bride, Henderson	Nov. 16
	Aracara	Oct. 19
902	Valette	

FROM SHIELDS.

1990	G. M. Cairns, Brodie	
900	Ardbeg Hobson	Nov. 8
	J. L. Hall	Dec. 13
579	Alfred the Great, Cram	

FROM RANGOON.

1167	Napier Minto	

FROM MAURITIUS.

111 Jalawar

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" 12 " " 5 "

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JAMES WINDRAM, Manager.

Bombay, 26th August 1870.

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" demand	1s. 10 1/4d. do.
On Scotland and Ireland demand	1s. 10 1/4d. do.
On Paris demand	1s. 10 1/8d. do.
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Bombay, 31st March 1871.

COMPTOIR D'ESCOMP